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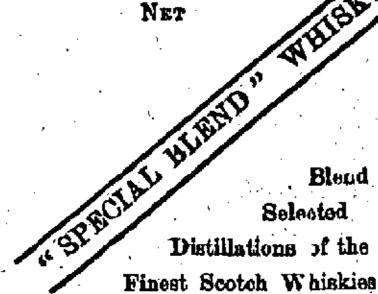
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HONGKONG OFFICE: 14. DESVŒUX ROAD CI. LONDON OFFICE: 181, FLEET STREET, E.C.

Honokone, 4th July, 1904. THERE is probably little sincerity in the eventually swamped the Roman Empire with forests, now scarcely supports a the situation then and now? At that period better peopled than was America before its discovery by Columbus. On the other hand, the dominion of vast deserts, in those days where left their remains in the way of huge itself has changed, of which we find eloquent proofs in the skeletons of the huge elephants Northern Siberia. Wholesale migrations, we may rest assured, do not take place without adequate cause; and there is very good reason to associate the cause with the progressive deterioration of the climate, which has rendered Northern Siberia unfit to support a larger population than it at present maintains. While this was the case in Central and Northern Siberia, in Central as ever she was; and suppose China were to

encroachments of the desert had its effect suit? To this there are two answers. First, likewise in rendering the land by degrees there is so little affinity between China and unfit for human habitation. We have no Japan in race or otherwise that a conjuncstatistics of the Central Asian lands at any ition of the two can scarcely be looked upon time, but history proves that once they as within the bounds of the possible. Buth, were far more populous than now; the it is true, live in the east of Asia; both reason being the gradual diminution of the possess a little yellow pigm at in their comquantities of water carried down by the two | plexions. Besides, their ethnology and rivers, Oxus and Jaxartes, on which the their culture at all epochs mark them out plains are entirely dependent | for their | as races as distinct from one another as cultivation. Recent travellers are pretty either from the western European type unanimous in pointing out that the Russian | The Japanese it was who, in the thirteenth occupation has had no effect in checking | century, drove back on Europe the Mongol the depopulation. Miss MEAK, one of the hordes, and the memory of their achievelatest travellers, who draws her information | ments then it is that steels them in their from Russian sources, and who dedicates her | present contest with Russia. The Chinese recent book to the TSARITSA, may certainly have no such achievement to their credit, be looked upon as a friendly witness. She and at all times have preferred to gain their describes the gradual decay of Samarkand ends by diplomacy rather than by force of as hastened, rather than the contrary, by arms. A raid like that of Jenoniz Khan, the Russian occupation; people, she tells even at their time of greatest power, has us, who settled down there in the hope of | never entered into the heart of a Chinese finding a reasonable return for capital leader to conceive. Even Jenghiz Khan's invested, are one and all moving on to army, though at the time he owned sway Khokand. The cultivation of cotton in over a large part of Northern China, was not Turkestan, which the Russians reasonably | materially swelled by any Chinese intermixhoped would prove a source of gain to the ture in its ranks. So much for the likeli-Khanate, has been found to have the contrary effect. In a country where every moreover, quite contrary to all the experiavailable acre is occupied under ordinary ence of history. conditions in providing fool crops for the people, the displacement of rice by cotton | the difficulties in the advance of any force | has had a deleterious effect. Without from Eastern Asia to Europe, and that is human labour the land cannot be cultivated, its physical impossibility under modern conand without rice the people cannot be fed; ditions; and here we do not only allude to so that the displacement of rice means the the difficulties arising from the military diminution of the population, and the superiority of the West, but rather to the Gibbs, and two Naval men who did good diminution of the population reacts in the physical difficulties of the journey. abandonment of still more land to the have sketched out the depopulation of the encroaching desert; and land in Central continent, and shown it to depend on the Asia once abandoned, all history tells, can | modern deterioration of the land to a degree never more be restored to cultivation. beyond human alleviation. If it were pos-Even at present Turkestan has to import sible to replant the entire of the continent, corn for her small population, so that the and restore its lost population, there is still desiccation of the land bids fair to be continuous. The present population of Siberia is estimated at from seven to eight millions, spread over an area 11 times - that of Europe, which gives just two square miles to each inhabitant; taken separately, the greatest density in any one of the Governments into which it is divided is two per square mile. Russia has in fact not been able to draw in the present war upon her vast Siberian territories, but has to send practically all her men and stores from Europe over some 5,000 miles of badlyconstructed railway. So little is the danger of any approach from Northern or Central-

KHAN's invasion, which in the fourteenth century was well nigh as fatal for modern civilisation as was that of the Goths and Huns for the ancient culture of the Roman Empire. Why should it not be repeated? We have above shown some of the actual reasons; the rest may be inferred. Of all conquerors in history Jenghiz Khan did most to prevent for all time a recurrence of conquests, inasmuch as he destroyed the resources and capabilities of the lands which he overran. We have shown how absolutely dependent on population are the lands he passed over for their cultivability. professed fear of the "Yellow Spectre" Jenshiz not merely killed off entire popuamongst the Statesmen of Europe. It is a lations, but he waged war with vegetation; rare thing to find Statesmen who by con- his followers destroyed the forests through spicuous ability have raised themselves to which they passed, and blighted the vegetacommanding positions exhibiting in their tion. In a well-watered country Nature can elevation a tendency to superstitions, which | go far towards healing the wounds of war; during their rise they assiducusly concealed; not so in Central Asia, where during the and we may well believe that the Emperor | entire human epoch the rainfall has been | Mazur a ... "La Comtesso" ....... Translateur WILLIAM II. is quite sincere in his ore- deficient. There a tract of country once bodings as to the possibility of a recru- given up to the desert remains for ever in descence of those tribal movements which its deadly grasp. Persia, once covered and destroyed the old civilisation of the | single tree. Richly-cultivated districts have world. But is there any similarity between | reverted to howling deserts. The entire delta of the two great Central Asian rivers, the conditions were, so to speak, reversed; the Oxus and Jazartes, was once a smiling, the plains of Europe supported but a few | well-cultivated plain, fed everywhere by wandering tribes, certainly they were no great streams, natural or artificial. Now, with the exception of the lands immediately watered by the Oxus and Zarafshan, it is a Northern Asia, in regious now given over to | sandy desert, known as the Kizi-kum or Red-Sand. The slopes of the Pamir supported large populations, who have every- | plateaux were-once covered with abundant forests, and we hear little of the difficulties lit, to posts in the Police Department. A protumuli and rudestone ruins. The very climate | they offered to the advance of armies. Now the Pamirs are practically blocked to the passage of troops unless in the smallest of and rhinoceros which once found ample detachments, and what is true of Western pasturage on the now frozen tundras of Turkestan has in modern times become equally true of Eastern. There is no population in Central Asia to support a solitary

But of course there is the ease of Jenghiz

of Asia to another. To all this it may of course be replied

one of the unnumbered hordes, who even

in historical times penetrated from one end

Asia the drying up of the land and the | unite with Japan, who could foresee the rehood of a Chinese inroad; which would be.

Even yet there remains the greatest of the difficulty of the climate, which would effectually prevent the movement of troops in any number. The difficulties staring Russia in the face after years of possession and preparation are but trifles to what a modern army would meet on its way from Eastern to Western Asia. The Yellow Terror is not a thing to seriously trouble the present generation of European Statesmen; and from all that we can foresce is no more likely to interfere with the sleep of their great grand-children.

The French Mail of the 31st May was delivered in London on the 30th. June.

At noon on Saturday the plague roll for the year stood at 384.

As a result of the rains the streams in the Tytam water-collecting area are all running strong and that reservoir is getting nearly full. The other reservoirs are at the overflowing

The reason for the delay in taking over of the old Bay View Hotel as a police station is stated to be that the P.W.D. int nd to drive a new road behind it which will perhaps involve the demolition of the building.

To-day is the "Glorious Fourth."-United States Independence Day. Consul-General and Mrs. Bragg announce that they will be at home at the "Crow's Nest," Barker Road, from 4 to 7 p.m. Mr. J. W. Osborne, of the Kowloon Hotel, also announces that he will be at home from 12 a.m. to 11.30 p.m.

The following programme of music will be performed by the band of the 93rd Burma Infantry on the New Parade Ground this evening from 5 to 6.30 p.m.:—

March..... "Romaine"..... Gouno 3 Selection ... "An Artist's Mo el" Sidney Jones Selection ... "The Shon Girl" ..... Ivan Caryll

The Government Gazette contains a dispatch from the Secretary of State for the Colonies on the subject of the appointment of probationers to the Police Force of Hongkong, the Straits Settlements and the Federated Malay States. The Colonial Secretary has desided that the examination for these posts shall be the same as that for the Indian Police Force. Officers. will as a rule look for promotion only in the States or in that Colony to which they are assigned, but they will be liable to be transferred if it is considered desirable. The officers appointed as Police probationers will have no claim to appointments in the cadet service, but cadet officers may still be appointed, if thought bationer will receive a salary of £225 per annum, and when he has passed examinations in native languages, &c., he will be paid £300 per annum until he obtains a substantive appointment; but if he remains three years, after passing his examinations, without obtaining a substantive appointment, his salary will be increased to £350. The classification of the Police Service in Hongkong provides for two assistant superintendents with an initial salary of the coast." of £360, rising by triennial increments of £60 to a maximum of £540; one Doputy Superintendent starting at £600 and rising by triennial increments of £60 to £720; and one Captain that in Eastern Asia there is still China, Superintendent starting at £800, and rising by and China is still at least as populous triennial increments of £100 to a maximum of £1,000. Free quarters will be provided for these officers as well as for probationers.

To-morrow, there will be a meeting of the left half, No. 2 Company, H.K.V.A. in the Institute at headquarters, from 5.30 p.m. to 6.30 p.m., to discuss arrangements for a weakly drill and allotment of men to Sub-Divisions,

The old village of Putowong, in Chungkwang-o Bay, which was at one time an important Chinese Customs centre, is now almost deserted, and the old Customs station is going to rack and ruin. There is word, however, that the station is to be taken over by the police, so that very probably the village will yet see another period of prosperity.

The June number of the National Review contains a very noteworthy pronouncement on the entente cordiale from that distinguished French Statesman M. Doumer, formerly Governor of French Indo-China. He points out that the entente shows that in Europe " England is ready to range herself by the side of France against ambitions which will imperil the independence of nations and compromise the peace of the world for a long time to come. A general and permanent alliance between England and Franco is not possible, nor is it desirable. It is on parallel lines, in complete Royal Academy, died to-day. independence, and yet with entire cordiality, that they must pursue in time and space the path of their glorious destinies."

At the Metropole Theatre on Saturday evening the second concert of the senson was given by Messrs. Ware and Ross's Entertainers before a good house. The entertainment was followed with much interest by the audience and was very enjoyable. The first item was a pianoforte overture which was very well performed. Among the artistes who contributed to the entertainment were Miss Gertie Masie, who as a singer and dansense gained the approbation of the audience; Mr. Tom Morcomb; Mr. Walter King; Mr. George service in keeping up the programme. Mr. James Christie, the champion boxer of Hong. kong, gave a clever ball-punching exhibition, and not the least interesting item in the show was the cinematographic representation of the famous Corbett-Jeffries fight.

#### AN UNPLEASANT ADVENTURE WITH PIRATES.

A GOVERNMENT LAUNCH BURROUNDED.

Messrs, Geo. Fenwick & Co., Ld., have supplied us with the following particulars of an incident which occurred to the Government launch Alexandra on her voyage hence to Weibaiwei. The Report is by Capt. Ellis, who thinks that its publication may be of service to others navigating small craft along the coast

"About 6.30 p.m. Wednesday, June 8th, the weather setting in thick and rainy, I decided to anchor for the night at Namki Island. I therefore entered an inlet on the N. W. side of that island and found good unchorage for a small vessel in 4 fathoms of water and sheltered from all winds except N.W. Upon dropping anchor, kong. the launch was immediately surrounded by upwards of 100 fishing boats, who came from every conceivable nook and corner and lined the launch ten deep all round. The occupants of these boats swarmed aboard the launch from a decrease of £2,688,044. all directions. My men could not understand a word of their dialect, and as they appeared to be getting boisterous I concluded that discretion was the better part of valour and consequently sent my engineers below to stand by the engines and to get a good head of steam. at first thought that the men had boarded the launch simply out of curiosity, but was speedily undoceived when it became evident that they were there for loot, for they began to hustle my men about and handle everything that was moveable. At last the brass believt of the binnacle caught their eyes, and two of them attempted to remove it. This I of course resisted, with the result that there was danger of being overpowered. I consequently jumped down the cabin and procured my revolver, a large size 45 cal. Colts. Two men had the audacity to follow me down the cabin steps, but a couple of smashing blows on the jaw from the butt of the revolver sent them to the right-about and I got on deck. My three quartermosters, seeing me come up, armed themselves with pieces of firewood and iron bars, and we proceeded to clear the deck. After about 10 minutes of Waltz ...... "The Choristers" .......... Phelps lively work, we succeeded in doing so, when "Ged Save the King." I attempted to get up anchor. We were anchored with a kedge and 31 inch line, the chains not being available on account of the temperary housing covering up the capstan. This the fishermen resisted, hold ing on to the line and trying in every way to impede our movement.

"At length I was obliged to fire a shot over thom, and that having no effect I fired a second through the bows of one of the most prominent boats, and then succeeded in shortening in the line and dragged the anchor into deep water by going full speed astern, when I was able to pick it up, not, however, without constantly threatening the howling mob who persisted in clustering round the launch.

"After turning round and getting full speed on her, I gave one fellow the stem in good style, cutting him down and capsizing the occupants, who were all picked up by their comrades. This seemed to damp their ardour and I got away all right, being obliged to put in a very unpleasant night through fog and rain. "I am firmly convinced that if I had not got

out as I did, the launch and crew would have remained there for good, the vessel being simply posted as missing; for a more piratical gang

The Alexandra performed the voyage from port to port in 91 days; deducting stoppages, the actual steaming time was 7 days. Immediately on of ten knots was easily attained. The Officers representing the Government expressed them-8-lves as highly pleased with the vessel'and gave Captain Ellis a commendatory testimonial.

## TELEGRAMS.

FROM OUR OWN CORRESPONDENTS.]

OXFORD AND CAMBRIDGE CRICKET.

London, 2nd July. In the Inter-University Cricket Match, the scores were Cambridge, 253 in the first innings and 390 in the second; Oxford, first innings 149, and 221 for 6 wickets in the second innings.

THE TIBETAN EXPEDITION.

London, 2nd July. The delegates have arrived at Gyangtse.

OBITUARY.

London, 2nd July. Sir G. F. Watts, D.C.L., LL.D., the well-known painter, and member of the

ISir G. F. Watts was born in 1817 and was therefore 87 years of age. He first exhibited in the Royal Academy in 1357, and was elected a Member of that distinguished Society in 867. As an allegorical and historical pain or he won a world-wide reputation. He was knighted in 1902]

### THE PHILIPPINES

TOBACCO AND LIQUOR TAX ENACTED.

Manila, 2nd July.

The Internal Revenue Law to tax tobacco, wines, beer and spirits has been enacted and is estimated to produce a revenue of \$5,000,000 per annum.

The basis of the Act is to support the Government view of free trade with the United States.

One-fourth of the revenue will revert to the Provinces and the balance will go into the insular treasury.

[REUTER'S SERVICE.]

THE THIBET EXPEDITION.

LONDON, 30th June. Col. Macdonald began operations on the 28th nstant, by the capture of a Thibetan fort after severe fighting in which the enemy's losses were heavy. On the British side Capt. Craster was killed and two officers and five Sepoys wounded.

THE GOVERNOR OF HONGKONG.

London, 30th June. Sir Mathew Nathan has started for Hong-

THE REVENUE OF GREAT BRITAIN.

London, 1st July. The revenue for last quarter was £31,722,869.

FRANCE AND SIAM.

London, 1st July. The protocol of the treaty between France and Siam which has been signed in Paris provides for the immediate cession of the port o Kraat to France.

> ITALIAN DIPLOMATIC APPOINTMENTS.

London, 1st July.

Signor Melegari, the Italian Minister at Tokyo, has been appointed Ambassador to St Petersburg. Count Vinci, now in Mexico, will succeed Signor Melegari.

FRANCE AND MOROCCO.

London, 1st July. France is arranging with Morocco to introduce a force of Algerian Zouaves as police in Tangier with French officers.

THE SERVANT QUESTION AT SHANGHAI.

There is no doubt, says "Daybreak" in Sport and Cossip, that life in Shanghai would be very much pleasanter had we better servants. The houseboy of the old days seems to have almost entirely disappeared and his place has been filled by a very different class of servant. The other menials, such as mafoos, laodahs, gardeners, etc., really annoy one beyond measure. Unfortunately to presecute servants for misdoings takes a deal of timemore than many of us can afford-and therefore many get off scot-free. This matter was brought home to me this week by a mafod who came into my employ at the beginning of this month. He stopped thirteen days, then said his mother at Ningpo was sick, and I found a substitute holding my horse the next morning. I should like to bet that the gentleman is still in someone's employ here, but to take on the work in my stable for thirteen days told his master the sick-mother-at-Ningpo story. By this method he hopes, I think, to score in the following manuer: From me his wages were to be ten dollars a month; he sublets the billet to an inferior mafoo or a ricksha coolie, for all does not exist than the fishermen on this part I know, for six or seven dollars and pockets the difference. If this is the case disappointment awaits him. I believe any servant can be punished for not giving a month's notice, and arrival a two hours' trial was made, when a speed if I could only lay hands on the gentleman I would spare no pains to have him made an example of. This is but one of many cases that take place almost daily.

# THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIAN GUARDSHIP AT PORT ARTHUR SUNK.

Токуо, 3rd July, 4.40 р.m.

Admiral Togo reports that the 12th torpedo-boat flotilla on the night of 27th June uttacked and sank the enemy's guardship, with two masts and three funnels, outside Port Arthur.

The same flotilla then exchanged fire with the enemy's destroyers, one of which was observed to capsize and sink. Our casualties were 14 killed and 3 wounded.

REUTER'S SERVICE.

THE RUSSIAN BALTIC FLEET.

LONDON, 30th June, The Times Paris correspondent wires it is reported that Russia has applied for permission for the Baltic fleet to coal at French ports en route to the Far East, and that it is declared this is possible without

THE FENCHUILING FIGHT.

a breach of neutrality.

LONDON, 30th June. General Kuropatkin wires that the Japanese force which captured the Feng Chiu pass consisted of 27 battalions. He admits that the Russian loss was heavy.

CLOSING IN ON PORT ARTHUR.

London, 1st July.

A Russian official despatch shows that the Japanese on the 26th last captured first the heights behind Siaopingtao, 14 miles east of Port Arthur, then Lungwangtang mountain, eight miles to the east of Port Arthur. They are now erecting a heavy battery on Lungwangtang.

The Russian gunboats and torpedoes from Port Arthur supported the Russians.

Strong Japanese columns are advancing along the central Dalny-Port Arthur road

THE "PETROPA VLOVSK" DISASTER. Captain Yakovleff, who commanded the Petropavlovsk, and Captain Schmidt, Admiral Makaroff's aide-de-camp, have returned to St. Petersburg. Captain Schmidt, says a contemporary, tells a thrilling story of his remarkable escape. He was busy entering up the Admiral's log when the explosion occurred. As he jumped out on to the bridge the flagship was lunging from one side to the other. The captain observed Admiral Makaroff and the Grand Duke Cyril clinging to the end of the bridge. Almost instantly the great ship put her liead down and plunged straight to the bottom of the sea. Captain Schmidt held tight to the rail of the bridge, and as the ship went down he look. ed up and saw the stern of the vessel, with hundreds of seamen clinging to it, towering above him. He was carried far below the surface,

without a scratch. Captain Yakovleff does not know how he escaped. When the explosion occurred he lost consciousness, and he recovered in hospital. Captain Schmidt insists upon returning to the Far East with the Baltic Squadron.

and was suddenly shot up by the escape of a

huge mass of imprisoned air from the ship.

He then caught a piece of wreckage, and escaped

PAKHOI. AN UNPOPULAR PREFECT.

June 27, 1904. Chu Ham Yek, the late Prefect of Linchow, came out from the city on the 20th instant and left on the 23rd by the s.s. Apenrade on his

way to Canton. He is reported to be one of the most unpopular Prefects who ever came to Linchow. The inhabitants in the Prefectural City by way of showing their disapproval of his administration, are said to have suspended 'paper-money" in prominent places on his departure from the city as a send-off. THE RESUMPTION OF A MARKET TAX.

As the saying goes that every dog has its day, so it is with the porcine tribe at present which is having a jolly time of it, as the tax on pork has been renewed to be collected since the 9th of the 5th moon by a new Syndicate, strongly backed by the authorities. Consequently the slaughtering of pigs for consumption has ceased to be on the usual large scale. The new tax ranges from twenty to thirty cents on every pig killed, according to size. The butchers had combined afresh to make a stand against the new imposition and the majority of them have gone on strike, but a few have since resumed their callings at the stalls, and they understand how to make hay while the sun shines by increasing the retail price of the meat by a few cents per catty, besides injecting a greater amount of water into the meat than is usual to augment its weight. The tax therefore is really paid by the consumers. It will be recollected that the attempt last year to collect this tax resulted in a fiasco, owing to violent. resistance on the part of the butchers. MAN-OF-WAR.

The French man-of-war Surprise paid us a

visit on the 18th instant and left on the 20th.

### HONGKONG JOTTINGS.

The rains of the past week have been as balm; in Gilead. An almost continuous dewnpour for six days ought to enable the Water Anthority to grant us a full supply once again. The intermittent supply has been continued this year two months later than last year.

The Imperial Service Order which was in stituted by His Majesty the King a few years ago is not a cheap distinction. I believe I am correct in saying that Mr. Charles Ford, who for more than thirty years was the Superintendent of the Bota sical and Afforestation Department of the Government in this Colony, is but the second Civil Servant of the Crown in the Far Past to receive the honour. It was in 1871 that Mr. Ford came to Hongkong, and the changed general aspect of the island is the monument of his labours. Hongkong when it was ceded to the British Crown was described as presenting an appearance of absolute sterility, though when some years later trained botanists came to explore the island they surprised the residents with the statement that "there are few or no islands of equal area on the whole surface of the globe with so varied and But of trees there were extremely few. "The hills." it was written, ware covered with a mantle of grass amidst which rise the bare, blackened rocks; while the monotonous scene seems only varied by a few bushes, or a solitary tree studded here and there, and by the scattered groves of the Pinus sinemis clothing some of the declivities. Mr. Ford when he came immediately se to work to clothe the barron rock with verdure. Nearly three thousand trees were planted during his first year in Hongkong, and as the trees grew well the work has through many years been continued until we have to-day the appearance of being the most charming as well as the most prosperous island in the Far East.

With regard to the correspondence which has appeared during the past week in the Deily Press re the exclusion of a certain section of constitution. What would be thought in London if the aristocracy demanded the exclusion of the labouring classes from Rotten Row or Kensington Gardens?

That measures for preventing the improper use of our beautiful gardens by Chinese undesirables are necessary I am quite willing to admit; but the economic conditions existing in Hongkong make it a matter of extreme difficulty for the powers that be to enact repressive measures that will have the desired effect, and yet not offend the susceptibilities of our immense native population, which, by the way, contribute a large part of the money necessary for the upkeep of the gardens. Apart from this, it is to be presumed that the Chineseas well as the European, has an eye for the fair and the beautiful, and no reasonable Derson will dony that the Chinese residents of Hongkong are sadly in need of some place where they may while away their spare moments amid surroundings that appeal to their ideas of happiness-hence their apparently unwelcome invasion of one of the fairest of Hongkeug's public institutions. fancy the only practicable solution of the difficulty lies in the proper policing of the gardens. The Sikh policeman is admittedly an object of dread to the unwashed coolis element, and the services of a sufficient number of our dasky representatives of the law stationed in such a way as to command a view of the entire gardens would undoubtedly be the means of effecting the reform so ardently petitioned for by several correspondents.

as ever in Hongkong, in spite of all the com-• plaints that have been made of late. Coolies can still carry their bamboos and loads on the 6/0 S.W.G. copper bonds. side walks with impunity, and keep on their great umbrella-sized hats. In the early mornug few Europeans are abroad, but those that do stir out betimes for a stroll or on business | City boundary, is laid as single line with passare liable to get struck by a leg of mutton ing places and is equipped on the side pole or greasy pork or some such meat being carried system. from the market. Meanwhile the Indian and Chinese constables look on calmly and do nothing.

party that went out the other day from Hongkong on a junk to a point beyond Stonecutter's. They belonged to the staff of Vic'oria Gaol. They were way for the best part of a day, and returned with a splendid bagful of fish, which were produced in the mess-room and exhibited with much pride and boasting. Afterwards the fish were distributed, some going to the boys. One of the boys on receiving his present thanked the the rails were bedded on a concrete beam 18 fish; belong Canton salmon." And on catch were fresh-water fish, presumably from the market!

Not the least remarkable amongst Hongkong's curiosities is a rather large tree growing on top of a disused chimney in Wanchai. It is situated at the back of a Praya East coal godown Situated near the corner of Percival Street.

BANYAN.

HONGKONG ELECTRIC TRAMWAYS.

CARS OUT FOR THE FIRST TIME

SUCCESSFUL EXPERIMENTS. On Saturday afternoon an electric car went out for a run over a section of the new Hongkong rails for the first time for the purpose of testing the cars. Mr. G. Deane was driving, and the following gentlemen were in the car :--- Mr. H. Hackwood, Resident Engineer of

the Hongkong Tramways Electric Co.; Mr. J Grace Scott, General Manager; Mr. C. A Tomes (Messrs, Shewan, Tomes & Co.), Messrs. Emerson and Windsor (of Messrs. Dick, Kerr & Co., of London, the contractors); Mr. F. Graham (the cable contractor), Mr. Chan A Tung (local contractor), Mr. Fung Wa Chün, and few other gentlemen. Leaving the shed the car ran smoothly down Sharp Street, and along Wong-nei-chong Road as far as the Grand Stand. The seats were then reversed and a run was taken to the Praya by way of Morrison Hill Road. On arriving at the Police Station, near Ah King's slipway. once more the trolley was shifted from one wire to the other and the car ran back to the shed. The experiment was considered very satisfa tory, as the car took all the curves very well, being slowed down, of course, on approaching them. She ran at a lively pace along straight parts of the track, going at least three times faster than the best ricksha-puller. At the curves the trolley showed a tendency to slip off the wire at the joints, but this will not occur when the trolleys are adjusted. No the least noteworthy feature of the run was the blank astonishment of the numbers of gaping Chinese spectators, and the dejected look of the ricksha pullers. The ear in question was No. 16." It almost made one imagine himself in the "Tuppenny Tube" to read the familiar notices saying "No smoking allowed," and "Please do not spit in the car."

When the cars start running, which they ought to do on or before the 1st prox. the traffic of the first few weeks the Chinese community from the Botanic Gar- certain to be abnormal, for everybody dens, I venture to express the opinion that the will want to experience the sensation of authorities have gone quite as far as the a ride on the electric car. When the work exigencies of the case warrant. The setting apart is finished the line will be taken over from Mr. of the public gardens on certain days during | Hackwood by Mr. Scott, the General Manager. the months of August. September and October. There will be 26 cars running, and if an practically for the exclusive use of residents estimate of the earning capacity of the line other than Chinese, is, to say the least of it, a | be made it is not too much to put the concession that, if carried to the extremes | figure at \$50 a day per car, making a total suggested by some correspondents, would sit of \$1,300 a day. There will be 5-cent 1st exceedingly hard on the more respectable of our class fares for some distances, the fare for Chinese citizens, as well as constitute a serious | the whole length of the island being 45 contravention of the principles of freedom | cents. The ticket-collectors, conductors, etc., which are the backbone of our glorious British | have already been engaged. They were to be seen at the car shed on Saturday wearing their numbered badges.

Had it not been for obstructions by the Public Works Department the line would have been completed some months ago. The chief obstruction was the raising of the level of the road at Praya East. It was a big job, and though the P.W.D. may have worked creditably it took a long time. The raising of the road level by two feet this vicinity is a part of the scheme whereby a large portion of the harbour area lying between the pier jutting out in line with Arsenal Street and the west end of Causeway Bay is to be reclaimed. A later obstruction to the completion of the line was the uncovering of a drain at Arsenal Street, and this is practically the only place remaining where work is not yet

completed. In 1902 an ordinance was passed by the Legislative Council of Hongkong authorising the tramways to be laid down by the Hongkong Tramways Electric Company. an English Company with its headquarters in London, and workwas commenced in May 1903. The detailed plans, etc. were prepared by the Company's Consulting Engineers, Messrs Alfred Dickinson and Co. of Birmingham, who appointed Mr. Harold Hackwood to act us their representative in Hongkong as Resident | condensers is obtained from the Bowrington Engineer in charge of the construction. The contractors were Messrs Dick Kerr and Co. of Loudon, who carried out the whole of the

which is laid in 94 miles of route. The track The footpath nuisances continue to be as bad is laid to a gauge of 3 feet 6 inches, with rails small high speed engine and the other by a of the girder type weighing 86lbs, per lineal yard. Each rail joint is double bonded with

The lines within the City are laid for the most part as centre pole construction, but the éastern portion of the route being outside the

parallel with the water front and with the exception of a short length at Quarry Bay is able of lifting and traversing in any direction a A good story is told about a deep-sea fishing practically level. At Quarry Bay a short load of ten tons over the whole area of the length of road grading has been done, the original grade of 1 in 10 having been reduced than the engine room, contains two double drum, to 1 in 15. Beyond Quarry Bay is the eastern terminus of the line, where is situated the small | type, arranged to burn ordinary Japanese

Chinese village of Shaukiwan. Owing to the varying nature of the ground have been adopted. Where the ground was solid extending under the whole track and adopted; over doubtful ground which had been ture of the feed water, effects a great saving recently reclaimed from the sea, this concrete in fuel. bed was increased to 8 inches in depth. The

road surface was made up to rail level with concrote and finished off with a smooth surface to the proper cambre of the road.

The overhead construction has been carried out in a very neat manner, the length of arms on the centre poles not exceeding 2 feet while the arms on the side poles vary in length, majority of them being six feet long. poles are of mild steel, 28 feet 3 inches in length, 7 inches in diameter at the base, tapering to 4 inches in diameter at the top. They are set six feet in the ground in a solid block of concrete. Within the city, ornamental base castings greatly add to the appearance of the poles, which are still further enhanced by the addition of wrought | water added to bring the whole to the right iron scrolls on the bracket arms.

The trolley wire is divided into half mile sections by means of section insulators, and at each of these points the main feeder cables are tapped and current is taken to supply each section of trolley wire; this is accomplished by running the feeders through a feeder pillar containing the necessary switches and fuses the connections from the feeder pillars to the trolley wires being made with rubber covered 37-16 cables carried up inside the poles and along the sides of the bracket arms. The pressure on the trolley wire is 500 volts. A lightning arrester is provided in each feeder pillar and also a telephone giving direct communication with the power house.

The feeder cables were supplied by the Callenders Cable and Construction Company and laid on the solid system. In addition to ed with louvres, giving plenty of light and here to-day, at 130 p.n. the main feeders running east and west from the power station a return 37/13 booster feeder has been laid in each direction to within a mile of the two distant termini, where it is connected to the rails; it also makes connection with the rails at each feeder pillar. A three core pilot wire has also been laid from the power station a) each terminus, one core being connected up and are for the conveyance of second class pasfor testing purposes and the remaining two cores being used for telephone service.

The generating station is as nearly as possible in the centre of the system, a convenient site having been obtained alongside the Bowrington Canal, from which water for condensing purposes is obtained and which enables coal and materials to be delivered by barges direct at the site. The only objection which could be found with the site lay in the fact that a very few years ago it was reclaimed from the sea and consequently no good foundation could be obtained for either buildings or machinery. However, as it was the best site obtainable in all other respects this difficulty had to be overcome, and efficient foundations were obtained by the driving of over five thousand piles. These were spaced so as to support the whole weight of the buildings themselves, the ground, which greatly varied in solidity, being left as an additional factor of safety. China fir poles, 15 feet in length and 5 inches in diameter, were used for the buildings and machinery, special 7-inch poles 18 feet in length being used for the chimney foundations.

The depot comprises engine-room and basement, boiler-house, cars-hed and machineshop, smithy, paint-shop and carpenters'-shop. and also offices. The engine room, which is lofty and well lighted, contains two continuous current, direct connected railway generators of the multipolar type, compound wound, giving a potential of 550 volts, and making 100 revolutions per minute. They are designed to run either separately or parallel. The generators are keyed direct on the main shaft of the engines, which are of the horizontal cross compound type, each engine being equal to a maximum load of 557 brake horse power. The engines, built by Yates and Thom, are each provided with a Wheeler surface condenser of the Admiralty pattern, and may be worked either condensing or non-condensing. The condensed steam is conveyed to the hot well to be again used for boiler feed. The condensers are fixed in the basement below the engine room, as also are all the steam, exhaust, circulating and other pipes, thus leaving the engine room free and open. Circulating water for the Canal, which is alongside the site, the water first passing through pumps fitted with gratings and strainers to exclude obstructions.

In addition to the two traction sets there are The total length of single track is 14 miles | two smaller plants for arc and incandescent lighting of the depot, one set being driven by a lighting circuit is supplied at 100 volts pressure.

The switchboard, consisting of nine panels, includes a main station panel, two generator panels, two feeder panels, one Board of Trade panel, and three lighting panels. The main station panel contains recording instruments of the latest pattern, the recording wattmeter shewing the total output of the station. The Board of Trade panel is arranged for With the exception of a short branch line, receiving test wires from different parts of the which runs to the Race Course, the route runs | line and is provided with instruments for making all the tests required by the Board of Trade.

An overhead travelling crane is provided cap-

The boiler house, which is at a lower level | water tube boilers of the Babcock and Wilcox engine slack. Each boiler has 3,654 square feet of heating surface, evaporates 12,000 lbs. of water per hour, and works at a pressure of 160 three forms of permanent way construction | lbs. per square inch. In addition to the steam | and water gauges each boiler is fitted with a spring safety valve and a dead weight safety valve. Water is supplied to the boilers by two donor profusely and ejaculated, "Ee yah! No.1 | inches wide and 6 inches deep; where the ground | Blake and Knowles feed pumps which take was not so good a bed of concrete 6 inches water from either the storage tank or the further examination it furned out that the whole deep and 7 feet 3 inches in width hot well and feed the boilers through the Wakefield, contains 288 pipes, and by utilis-I foot 6 inches on either side was ing the waste flue gases to raise the tempera-

In case of mishap the economiser may be cut out of use, the flue gases being conveyed to the concrete used was mixed in the proportion of 6 chimney by means of a bye pass, or auxiliary. to 1, Portland cement of local manufacture and flue, and the feed water being pumped direct exceptional good quality being used. After into the boilers without passing through the the rails and the bottom concrete were laid the economiser takes. Two feed water filters are

supplied and all water passes through one or other of these before entering the boilers. The chimney, which is circular, is built of brick and is 153 feet in height. As Chinese bricklayers are unaccustomed to this class of work it presented greater difficulties in construction than any other portion of the work, and,

as Hongkong is subject to typhoons of noted severity, exceptional care had to be taken with both the foundations and the careful building of the shaft. With the exception of the foundations and the chimney cap, the whole of the brickwork is built in lime mortar of peculiar composition, as is also the brickwork of the buildings. Instead of employing sand, as is usual in the mixing of lime mortar, a local earth of a red colour, termed locally "red earth," was mixed with the lime, and consistency for mortar, with which the bricks were laid. As the work was being carried out by English engineers there naturally existed. great prejudice in departing from the boaten path and this method of procedure was not adopted until exhaustive tests had been made all of which proved that lime mortar made with red earth gave far better results than that made with sand, conclusively proving what the local architects had known for years. In the mixing of lime concrete the redearth was also substituted for sand. The explanation of this appears to be that the ilime is neither thoroughly burnt nor properly slaked; if it were possible to obtain in Hongkong lime of the English standard of quality there is no doubt that the practice of using red earth instead of sand would speed i die out. The red earth consists of granite in a July, at 5 p.m.

very advanced state of decomposition. The ear shed, which is a rectangular building 200 feet in length, contains six lines of track and gives accommodation for 35 cars. The roof is of iron, in two spans partly glazed and provid- Saturday, the 2ad July, at 11 a.m., and is due ventilation. Inspection pits run the whole

length of the shed. Twenty-six single deck motor cars are provided, ten being of the combined type with an onclosed portion in the centre and an open platform, provided with seats, at either end, these cars being reserved for first class passengers. The remaining 16 cars are of the open cross bench type, commonly known as toast racks,

The over all length of the cars is 29ft, the total width is 6 feet 6 inches and the wheel base is 6 feet 6 inches.

The first class cars have a seating capacity for 32 passengers and the second class cars for 48 passengers. Each is mounted on a Brill 21 E fruck, fitted with two four-pole series wound single reduction ironelad motors of 25 horsepower each. The cars are driven from either end, each end being fitted with a series parallel

use a very powerful emergency brake can formed by short circuiting the motors on themselves and thus converting them into generators. The trolleys, which are of the lateral type and provided with a swivel head, are 16 ft. 6 in. in length and enable the trolley wire to be fixed ten feet away from the centre of the track where necessary. The car bodies were built at Preston by the Electric Railway and Tramway Carriage Co. Ld., and were shipped to Hongkong in sections, where they short space of time.

At one end of the car shed is a well equipped workshop containing screw cutting gap lathe, wheel lathe, wheel press and drilling machines, the whole being driven by a is quoted 26%d., and Consols £90%.

shop are also provided. The management of the line is under the Nationals are still wanted at \$38. able direction of Mr. J. Gray Scott, the late popular Municipal Electrical Engineer of the Croydon Corporation, which position he to \$64, closing firm at latter rate. Other stocks resigned to take up his duties in Hongkong. As this is the pioneer system of electric traction with a well deserved success and that electrically be placed. equipped lines will shortly be laid in other

parts of the Celestial Empire. Half the cars were tested on Saturday and yesterday, and the other half are to be tested

## POLICE COURT.

Saturday, 2nd July.

BEFORE Mr. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

A BIT JOLLY. A Portuguese residing at Bridges Street was charged with drunkenness, and with striking a Chinese constable. The defendant said he was very sorry; he was a bit jelly at the time. Mr. Gompertz fined him \$5.

ROGUES AND VAGABONDS. Twelve Chinese were charged by L. Sergt Hedge with being rogues and vagabonds. Complainant discovered them at 3.30 a.m. slumbering under a verandah in Des Vœux Road Central. Their collective wealth was 3 cents. They were sentenced to four days' hard labour

Sergt. Kerr charged seven men with gambling in a matched at Tai Hing. They were playing cards. The first defendant was fined 810 and the rest \$5 each.

A VAGRANT. Inspector Withers charged an Italian with being a vagrant. The defendant admitted it, and was sent to the House of Detention.

> BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

ROBBERY Three men were charged on remand with

therefrom clothing, jewelry, etc., to the value They were sentenced to six months' l imprisonment each. HITTING A BILLIARD MARKER.

W. Nehubr, who a few days ago was fined en a Hongkong-Kowloon ferry beat, was charged with assaulting a billiard marker at the Hongkong Hotel. He was fined \$25. ASSAULT ON A PIG.

cruelty to a pig. Complainant saw the man at Kennedy Town striking the animal with a bamboo. Defendant was fined \$10 or 14 days' imprisonment.

IA Chinaman was charged with unlawful possession of 23½ balls (17½lbs) of raw opium. He was fined \$500 or three months imprison-AN UNLICENSED VENDOR.

For hawking fish in the Western Market a Chinaman was fined \$40 or two months imprisonment. BEWARE of the party

offering Imitations of Macriven & Cameron's Pens "They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen. Sold at all Stationers. MACNIVEN & CAMERON, LTD., Waverley Works Edinburgh.

#### KODAKS!!! KUDAKS! KODAKS!!

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to DEVELOPING AND PRINTING

for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO., 17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel

Hongkong, 10th March, 1904.

NERNST ELECTRIC LIGHT. BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO EDM JOHANNSEN

#### SHIPPING NOTES.

STEAMER MOVEMENTS. The I.G.M. steamer Prinz Regent Luitpold left Singapore on Friday, the 1st July, at 11 a.m., and may be expected here on Tuesday, the 5th

The C.P.R. steamer Empress of India left Yokohama for Vanc myer (B.C.) on Friday, 1st The C. & M. s'eamer Rubi left Manila on

WEATHER AT SEA. The Tean, from Manila, reports moderate

S.'ly winds, moderate sea, cloudy and dull with The Ashmount, from the Cape, reports strong

E.'le winds in the Indian Ocean. The Chunshan, from Bangkok, reports moderate monsoon. The Chingto on her voyage from Japan to

Hongkong experienced moderate winds and fine The Opoto had a fine passage from Singapore. The Doric, from Shanghai, reports fresh to

moderate S.-E.ly winds, confused sea and heavy The Haiching experienced fresh S.E. breezes, showers and rough sea between Foochow and

Hongkong. SAVING CANAL DUES. Ships arriving here with coal from Barry Dock and Cardiff come out for the most part via the Cape, thereby saving Suez Canal dues. In addition to the hand brake in general The steamers Ashmount and Dunearn arrived here with coal from Barry yesterday, having

### SHARE REPORT.

come out by this route.

Messrs. Erich Georg & Co., in their Weekly Share List dated Saturday, 2nd July, state:-Although most stocks have remained firm, some even showing some slight improvement in rates, the volume of business transacted during were fitted together and connected up in a very | the week under review has not been large. The sterling demand rate on London is 1s. 101d. while the rates on Shanghai close at Tls. 71 k for a T/T, and Tis. 72 to Tis. 721 for a three days sight private draft. Barsilver in London

BANK SHARES.-Hongkong and Shanghais A suitable smithy, carpenters shop, and paint | have again changed hands at \$660, and close with small buyers; the London rate is £67 10s.

> MARINE INSURANCE SHARES. - Unions are wanted at \$545. China Traders sold at \$63 under this heading unchanged.

FIRE! INSURANCE SHARES.—Hongkongs sold in China it is to be hoped the venture will meet | at \$310, and Chinas at \$87, and more shares can

SHIPPING SHARES .- Hongkong, Canton and Macao Steamboats remain on offer at \$292, and some time shares can be got at under the equivalent of this rate. Indo-Chinas sold at rates ranging between \$119 and \$117, and close with sellers at \$118; shares sold on time at rates somewhat under the cash equivalent; the London rate is £10, while Shanghai quotes Tls. 85 nominal. China and Manilas can be got at \$25 and Douglases at \$351. Star Ferries are in demand at \$332 for old and \$242 for new shares. Shell Transports have advanced from 24s. 0d. to 25s. 6d. buyers, with sellers at these and intermediate rates; London quotes 25s. 0d.

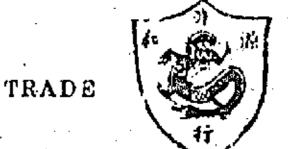
REFINERIES.—China, Sugars closed rather easier last Saturday afternoon, and a sale took place at \$180, but the market has rallied again, and sales have been effected up to \$183, the market closing with buyers at \$184; sales at \$185 for 31st August, \$188 for 30th November. and \$190 for 31st December, have also been

reported. Luzons continue neglected MINING SHARES.—Punjoms, Ordinaries are unquotable, while Preferences are on offer to 40 cents; an extraordinary general meeting of shareholders will be held on 12th instant for the purpose of considering und, if thought fit, passing resolutions referring to the voluntary winding up of the Company, appointing a liquidator, and to transfer the assets to a new Company, to be called "The North Punjom Mining Company, Limited." Charbonnages are quoted \$500. Raubs sold at rates ranging between

| \$6½ and \$7½, closing with buyers at \$7. DOCKS, WHARVES, AND GODOWNS .- Hongkong and Whampon Dock Company's Shares have improved, selling at \$214 to \$216, and at | from 12 a.m. to 11.30 p.m. latter rate shares can be placed. Hongkong and Kowloon Wharf and Godown Company's shares found buyers at \$110 to \$111 cash, also at \$114 for 31st August, and there are cash buyers now at \$112. New Amoy Dock Shares entering No. 30, Wing Lok Street, and stealing unchanged. Farnhams have been in good demand, both for cash and time, and business is reported at Tls. 157 to Tls 158 cash, Tls. 160 to FinhE HONGKONG & CHINA GAS CO. Tis. 161 for end of August, and Tis. 1612 to Tis. 162 for end of September, the cash rate closing at Tls. 158 buyers. Shanghai and Hongkew

LANDS. HOTELS, AND BUILDINGS.-Hongkong Land Investment and Agency Company's shares sold and have buyers at \$158. Kowloon P. Sergt. Lander charged a Chinaman with Lands are quoted 837 buyers, and West Points \$60 firm, while Hongkong Hotels are easier with sellers at \$136. Humphrey's Estates sold at \$12½ and \$4½ for old and new shares respectively, and a few shares are on offer: Shanghai Lands have buyers at Tls. 115. COTTON MILES - Without sales and un-

> MISCELLANEOUS.—Green Island Cements sold at \$294 and \$30, and have buyers at \$294. China Borneos can be placed at \$10. A few A. S. Watsons sold at \$132, but more are wanted. Old Electrics are in demand at \$141 and new ones at \$8; the 15th ordinary yearly meeting of shareholders will be held on 16th instant. transfer books closing from 2nd to 16th instant. Dairy Farms sold at \$18. Tebraus have buyers at \$1. China Light and Powers sold at \$8, and China Providents at \$91. Langkats have dropped to Tl. 295, at which rate, however. [402-3 there are buyers.



MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

# "YEBISU"

THE FAMOUS BEER OF JAPAN.

TH18 18 A

PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

# H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL DR. NEWELL WILBON. DR. WILLIAM DANEL

# DENTISTS.

Latest American Methods.

Reasonable Fees.

Ne charge for examinations. Office hours 9 A.M. to 1 P.M and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL (First Floor Watkin's Building). Hongkong 18th, February

DUINART PERE & FILS, REIMS Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. "THE EAST OF ASIA." (Published Quarterly.)

**MONTAINING Articles of Special Interest.** Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. On Sale at "NORTH CHINA HERALD OFFICE, Shanghai;

Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1903. AMERICAN INDEPENDENCE DAY.

MESSRS KELLY & WALSH

TO-DAY being the 4th July, "American I Independence Day," Mr. J. W. OSBORNE of the Kowloon Hotel will be AT HOME

# NOTICES OF FIRMS

NOTICE.

COKE AND TAR.

beg to notify the public that Messrs. KUNG HING & CO., 474, Des Voeux Road West, are the SOLE AGENTS for the sale of \$25 for riding 1st class with a 2nd class ticket | Wharf Shares are quoted in the north Tls. | the Company's Coke and Tar, and that all orders GEORGE CURRY, Local Secretary

Hongkong, 8th June, 1904. A. S. WATSON & CO., LIMITED.

TAR. ALFRED HENRY MANCELL has This Day been appointed AGENT for the General Managers of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, Ist July, 1904. A. S. WATSON & CO., LIMITED. TRAIR. JOHN ARTHUR TARRANT has

This Day been appointed ACTING SECRETARY of the Company. JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st July, 1904,

Communications respecting Advertisements, Suh scriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters

THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILT PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C., 6th Ed.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS NOTICE OF REMOVAL.

CHAS. J. GAUPP & CO.

have This Day REMOVED into their new premises

"ALEXANDRA BUILDINGS." CHATER ROAD

(next door Messrs. A. S. Watson & Co., Ld.) Hongkong, 2nd July, 1904.

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

THE Final Instalment of 25 per cent of the Certificate amount is hereby declared. payable on Coupon E of certificates issued in | Sole Proprietor .......... Mr. JAS. CHRISTIE. payment of British Private Claims under the prosisions of the Notification of 12th June.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China. H. M. BEVIS. British Delegate.

Shanghai, 2nd July, 1904. THE HONGKONG FROZEN FOOD SUPPLY. Depot No. 3, Ice House Street,

Telephone Number 343.

RESH Supply of AUSTRALIAN PRO-DUCE just received by the China DUCE just received by the China Navigation Co.'s Steamship "TATYUAN" including Mutton, Lamb, Pork, Milk (concentrated) Splendid Fresh Butter (72 cts. per lb.). Cheese, Ham and Bacon (prime smoked), Pork Sausages (50 cts. per lb.), and Fritz Sausages.

Send to Depot for Price List. Pass Books will be supplied to, and monthly credit accounts kept with well-known residents. LAU KUE TONG, Manager.

Hongkong, 3rd July, 1904. PUBLIC AUCTION.

FETHE Undersigned has received instructions to Sell by Public Auction,

THURSDAY, the 7th July, 1904, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD

FURNITURE, Comprising: ROOM SUITE, OVERMANTELS with BEVELLED MIRRORS, LADY'S FANCY

TABLES, &c. &c., &c., EXTENSION DINING TABLE MARBLE TOP SIDEBOARDS with BEVELLED MIRROR, DINNER WAG-GONS, CHIFONNIERS, &c., &c.; BRASS-MOUNTED BEDSTEADS,

WARDROBES with BEVELLED MIR-ROR, MARBLE-TOP BUREAUX with BEVELLED MIRROR, MARBLE TOP WASHSTANDS and DRESSING TABLES, TOILET SEIS, &c., &c., &c.; BATHROOM and KITCHEN REQUISITES;

One HAMMOND TYPE WRITER (almost now);

Several TYPEWRITERS and BICYCLES of VARIOUS MAKES. TERMS :-- Cash on delivery. On View from Wednesday, the 6th July, 1904

GEO. P. LAMMERT, Anctioneer. Hongkong, 4th July, 1904.

PUBLIC AUCTION.

DARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 11th day of JULY. 1904, at 3 r.m., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Plantation Road. in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurements. Registry N. | S. | E. | W. tt. ft. ft. ft. Planta-105'0" | 86'0" | 64'0" | 113'6" | 18,570 106'2,228

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL. HE Steamship

"EPSOM," Captain J. White, will be despatched for the above port on or about MONDAY, the 115th August.

For Freight, apply to SHEWAN, TOMES & CO., General Agents [1630] Hengkong, 4th July, 1904.

COLD STORAGE.

FITHE HONGKONG ICE COMPANY, Lr., have now 40,000 Cubic feet of Co., be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods WM. PARLANE, Manager. Hongkong, 18th November, 1901.

ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW FITHE Company's Steamship

"HAICHING." Captain Hodgins, will be despatched for the above ports TO-MORROW, the 5th instant, at Noon. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO. General Managers. Hongkong, 2nd July, 1904.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN. FOR SHANGHAI, NAGASAKI, HIOGO

AND YOKOHAMA. THE Imperial German Mail Steamship "PRINZ REGENT LUITPOLD," Captain H. Kirchner, due here with the outward

Gorman Mail about TUESDAY, at 5 P M., will leave for the above places about 12/24 hours after arrival. NORDDEUTSCHER LLOYD. For Further Particulars, apply to MELCHERS & CO.,

Agents. Hongkong, 4th July, 1904.

ENTERTAINMENT

METROPOLE THEATRE. METROPOLE HOTEL,

SPECIAL PERFORMANCE TO NIGHT (MONDAY), 4TH JULY, COMPLETE CHANGE OF PROGRAMME. Introducing the following Artistes:-

TOM MORCOMB. Miss GERTIE MAISIE. WALTER KING. McCORMICK & McGINTY. THE PERCIPAPHONE. AMERICAN BIOGRAPH. JAS. CHRISTIE. GEORGE GIBBS.

The best performance ever produced in Hongkong.

Prices ...... \$2 and \$1. Overture 8.30. Performance 9 Sharp.

Rickshas held until conclusion of perform-Hongkong, 4th July, 1904.

QUAN WAH & CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of

QUAN TAI & CO., Lime Manufacturers. All descriptions of GEANITE AND MARBLE FOR EXPORT. Dealers in

GR ANITE and MARBLE MONUMENTS Prices & Estimates on Application. No. 1. QUEEN'S ROAD EAST. Hongkong, 17th October, 1899.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their 66 H EIGHTOR," the PEAK. TAPESTRY COVERED DRAWING Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and WRITING DESK, and OCCASIONAL PACIFIC COAST PORTS, also to OVER-LAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP nd TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road. A. S. MIHARA,

Hongkong, 20th May, 1904.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE FORE ALWAYS FRESH

BLEY'S, SCHULTZE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE. and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO.

Hongkong 28th November, 1902.

TO LET TO LET.

ROAD CENTRAL, suitable for Office. Apply to-

THE YEE WO. Nos. 49 & 51, Queen's Road Central Hongkong, 23rd May, 1904. TO LET.

56 TRANEE BUNGALOW," Kowloon; months. No. 11, MOSQUE JUNCTION. Full View of Harbour OFFICES, CENTRAL POSITION. And others to suit various requirements.

S. A. SETH, Land and Estate Broker. The Dairy Farm Co., Ld. Hongkong, 1st July, 1904.

BOARD AND RESIDENCE "TANG YUEN."

BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisin and Accommodation. MANAGERESS, Apply-

Macdonnell Road FAIRALL & CO., Queen's Road Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE. GILLANDERS, "GLENWOOD,

27, CAINE ROAD. Hongkong, 19th March, 1904. BOARD AND RESIDENCE.

Storage available at EAST POINT. Stores will A YOMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER. 2. Pedder's Hill. Hongkong, let January, 1892.

TO LET

TO LET. TATO. I. RIPON TERRACE (in FLATS).

No. 4, RIPON TERRACE. No. 17, WONG-NEI-CHONG ROAD, facing Race-course. FLATS in Moreton Terrace, facing the

Polo Ground OFFICES in course of crection. Connaught ROAD (near BLAKE PIEE). GODOWNS; PRAYA EAST.

No. 1, CLIFTON GARDENS, Conduit OFFICES in No. 16, DES VŒUX ROAD, Central.

Apply to— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 29th June, 1904. TO LET.

TAROM 1st August, ONE ROOM, Top Apply to-B. J. DAVID & CO.

Hongkong, 2nd July, 1904. TO LET. on let Floor Connaught House Hotel, suitable for Offices, also Stalls in the corridor subjoined Special Resolutions. of same Hotel. For full particulars, apply to-

THE MANAGER, Connaught House Hotel. Hongkong,114th June, 1904.

TO LET. ODOWN, No. 32B, PRAYA EAST. Nos. 15, 17 & 19, SEYMOUR ROAD. Nos. 74, CAINE ROAD.

Apply to-COMPRADORE DEPARTMENT. Nippon Yusen Kaisha. Hongkong, 5th March, 1904.

TO LET.

ARGE AIRY ROOMS in Offices Build ing in British Concession, Canton. For particulars, apply to-P. O. BOX 22

Care of Daily Press Office. Hongkong, 17th June, 1904. TO LET.

FIRST-CLASS SHOPS. THREE European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

A HOUSE To Let in Kowloon, with possession 1st July, 1904. Apply to-

HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 21st June, 1994.

TO LET. Immediate Possession—for 18 months.

Apply to-JEBSEN & CO. Hongkong, 27th April, 1904.

TO LET. • RD FLOOR, suitable for Office.

Apply to-WING CHEONG, 35. Queen's Road Central. Hongkong, 3rd June, 1904.

TO LET. TURNISHED QUARTERS in Wyndham

Street, for a quiet bachelor. \$50. Apply to-

Care of Daily Press Office, Hongkong, 31st May, 1904. HONGKONG CLUB.

TO LET. SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary. Hongkong, 4th June, 1904. TO LET.

1 ST and 2nd FLOORS, No. 36, QUEEN'S NO. 1, STEWART TERRACE, the Peak, Apply to-

THE HONGKONG LAND INVEST. MENT AND AGENCY CO., LD. Hongkong, 28th March, 1904. TO LET.

ARGE AIRY ROOMS, suitable for Offices, in Des Voeux Road Central with Large Garden. Furnished for Two Rooms from 1st May, 1904, and One Room

from 1st June, 1904. For Terms, apply to-A. G. I. S., Care of Daily Press Office. Hongkong, 28th April, 1904.

TO LET. FEWO ROOMS, on the First Floor of

Alexandra Buildings.

Apply to— SECRETARY, A. S. Watson & Co., Limited. Hongkong, 17th June, 1904.

TO LET. ND and 3pp FLOORS, No. 35, Queen's

Apply to-WING CHEONG. 35. Queen's Road Central, Hongkong, 3rd November, 1903.

TO LET.

ROAD CENTRAL; suitable for Office.

WAVERLEY HOTEL, No. 8, ICE July 4th, 1904, from 4 to 7 P.M. HOUSE STREET HOUSE STREET. The EYRIE (PEAR). BELILIOS TERRACE. Nos. 10, 13 & 21. QUEEN'S ROAD CENTRAL, TWO ROOMS, over Achee & Co. No. 3, SEYMOUR TERRACE (Furnished).

"BANGOUR" (PEAR) from 1st August. Apply to-LINSTEAD & DAVIS. [1429 | 3486] Hongkong, 15th June, 1904.

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 16th JULY, at 12.30 P.M.. for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April. 1904, and electing Directors and Auditors. The TRANSFER BOOKS of the Company

will be CLOSED from the 2nd to the 16th JULY, both days inclusive. By Order of the Board of Directors, GIBB. LIVINGSTON & CO.,

Hongkong, 30th June, 1904

THE PUNJOM MINING COMPANY LIMITED. Floor of Prince's Buildings, suitable for EXTRAORDINARY GENERAL

EXTRAORDINARY GENERAL MEETING of the PUNJOM MINING COMPANY LIMITED, will be held at the Registered Offices of the Company, No. 13, Beaconsfield Arcade, Victoria, in the Colony of Hongkong, on TUESDAY, the 12th day of SUITE of THREE LARGE ROOMS, JULY, 1904, at 11 A.M. for the purpose of considering and it thought fit passing the

RESOLUTIONS. 1. That it is desirable to reconstruct the Company, and accordingly that the Company [1484 | be wound up voluntarily and that Arthur Rylands Lowe be and he is hereby appointed Liquidator for the purpose of such winding up.

2. That the said Liquidator be and he is hereby authorised to consent to the registration of a new Company, to be called The North Punjom Mining Company Limited with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.

3. That the draft agreement submitted to this meeting and expressed to be made between this Company of the first part and its Liquidator of the second part and the new Company of the third part be and the same is hereby approved, and the said Liquidator be and be is hereby authorised, pursuant to Section 149 of the Companies Ordinance, 1865, to enter into an agreement with such new Company when incorporated in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he thinks expedient. Dated the 30th day of June, 1904.

By Order, A. R. LOWE, Acting Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH JURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of

30.000 new shares of \$10 each at a Premium of [1611 | 10 per cent. or \$11 a share. Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with

Article 40 of the Company's Articles o Association. Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company

will be CLOSED from the 28th September, 1901, to the 8th October, 1904, both days inclusive. The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided

into 90,000 shares of \$10 each. The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund. The New Issue will rank for Dividend for the three months ending 31st December, 1904, pay-

able in May, 1905. Forms of application for the New Issue can Batoum be obtained at the Company's Offices in Alex- Blagowestchensk Kiachta andra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Boukhara Shanghai, and London. JOHN D. HUMPHREYS & SON, Chefoo

General Managers. Hongkong, 22nd June, 1904. 1546 Hailar THE INDO-CHINA STEAM NAVIGA TION COMPANY, LIMITED.

PPLICATION has been made to the A General Managers of this Company to issue to the Russo-Chinese Bank of Hongkong duplicate certificates for Two Hundred Shares [865] in the above Company or other certificates in lien thereof upon the statement that the original certificates, viz:-

Scrip No. 69 Nos. 17826/17850 ..... 25 Shares in the name of George Hutton Potts. Scrip No. 379 Nos. 36380/36429 ..... 50 Shares

in the name of Catchick Paul Chater. Scrip No. 380 Nos. 36430/36479 ..... 50 Shares in the name of Catchick Paul Chater. Scrip No. 550 Nos. 41759/44783 ..... 25 Shares

in the name of George Hutton Potts. Scrip No. S73 Nos.  $\frac{54}{3326/3350}$ ..... 50 Shares in the name of Solomon Sassoon

Benjamin.

[1515 have been lost or destroyed. Notice is hereby given that if within thirty days from the First June instant, no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates. JARDINE, MATHESON & CO.,

General Managers.

NOTICE.

Hongkong, 10th June, 1904.

MONSUL-GENERAL and Mrs. BRAGG AT HOME, Crow's Nest, Barker Road, Hongkong, 29th June, 1904. TAVID CORSAR SON'S

MERCHANT NAVY NAVY BOILED CANVAS ONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.. Sole Agents.

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL .....£1,500,000 SUBSCRIBED ...... 1,125,000 PAID-UP ..... 562,500

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2°/, per annum on the Daily balance ON FIXED DEPOSITS:-For 12 months.....4 %

BANKERS:

RESERVE FUSD .....

EVAN ORMISTON Manager, Hongkong, 23rd May, 1903,

TITHE BANK OF TAIWAN (FORMOSA, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.) AUTHORISED CAPITAL ......Yen 5,000,000 PAID-UP CAPITAL ...... 2,590,000

HEAD OFFICE: TAIPER, FORMOSA. Hongkong Office: 4, Queen's Road (facing Duddell Street). Branches:-Amoy. Kobe. Tainan.

Hongkong-Interest Allowed. On current account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per Annum 'S. SHIGENAGA, Manager. Hongkong, 2nd February, 1903.

T NTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits. Gold \$7,992,173.37 = about £1,640,000. Capital and Surplus authorised, Gold \$10,000,000=£2,055,000.

HEAD OFFICE: 1. WALL STREET, NEW YORK. LONDON OFFICE: THREADNEEDLE House, E.C. Branches at

SAN FRANCISCO, WASHINGTON, MEXICO. Manila, Shanghai, Singapore, Yoko-HAMA, BOMBAY, CALCUTTA, and Agents all over the World. London and Continental Bankers:-

NATIONAL PROVINCIAL BANK OF ENGLAND.

LIMITED. Union of London and Smith's Bank. LIMITED CREDIT LYONNAIS, DR IDNER BANK. COMPTOIR NATIONAL DESCOMPTE DE PARIS, &c.

The Corporation transacts every description

of Banking and Erch ange business, received

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> CHINA SEA. SHANGHAI DISTRICT.

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Intended change in the position of the Gas-Lighted Fairway Bell Buoy.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken AND MOST UP-TO-DATE APPLI- place in the Entrance to the South Channel, the Gas-Lighted Fairway Bell Buoy will be shifted 11 miles South of its present position on or about the 15th July next. From the Buoy, the Tungsha Lightship will then bear N. 48 W. Further information can be obtained at the

Coast Inspector's Office. All Bearings given are Magnetic. T. J. ELDRIDGE,

Deputy Coast Inspector. Imperial Maritime Customs,

Coast Inspector's Office, Shanghai, 25th June, 1904. THE AMERICAN SYSTEM

ENTISTRY

DR. M. H. CHAUN. 37. DES VŒUX ROAD CENTRAL, HONGKONG From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904

ON SALE. MAP OF THE SIKIANG or WEST From Hongkong to Wuchowfu,

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PROBLEMS OF NEUTRALITY.

At the Royal United Service Institution last month the Rev. T. J. Lawrence, LL.D. (Professor of International Law at the Royal Naval College, Greenwich), read a paper on "Problems of Neutrality—Illustrated by the Russo-Japanese War.' Vice-Admiral Sir Robert H. Harris (president of the Royal Naval College, Greenwich) was in the chair. Dr. Lawrence in the course of his paper said that the war in the Far East had been prolific of questions which concerned the mutual rights and duties of neutrals and belligerents. As to the question of floating mines on the high seas, he remarked that there were no precedents to guide us in the matter; but he had formed ou opinion on the spur of the moment that every sound principle was against the making by belligerents of a part of the open sea into mine-field. But if belligerents' mines, properly laid in places where hostilities might be carried on, broke loose and floated about, interfering with neutral navigation, the case would be on all fours with that of a stray shot fired during an ongagement which, missing the enemy, might perchance do damage to a neutral vesse He then directed attention to the rescue of belligerent combatants by neutrals sen, and remarked that it was strange that the second day of the Russo-Japa-nese war should have witnessed the raising of a question which baffled The Hague Conference of 1899. No provision was made in the Convention for the final disposal of those who were rescued by neutral vessels, and no directions were given for the treatment of the sick and wounded after they had recovered under neutral care. But the plenipotentiaries expressed a unanimous wish that Switzerland should soon call a conference with a view to a revision of the Geneva Convention. When such conference mot the events which occurred in the harbour at Chemulpo on February 9 last, in which the Russian cruiser Varyag and the gunboat Korcetz were concerned, would form an important precedent for its guidance. There could be little doubt that more was done on that occasion in the way of aid by the British. French, and Italian ships than the mere rescue of drowning men, but how much more they could not at present define. The Japanese made no diplomatic protest; and therefore they might assume that that Power did not consider themselves to

"THE TIMES" STEAMER AND WIRELESS

have been wrongfully deprived of prizes and

prisoners through the action of the British

The lecturer next proceeded to consider what he described as "the new and strange point' which had arisen out of the connection between newspaper correspondents and wireless telegraphy. He said that the two had been brought together for the first time during the present war, and the honour of the innovation belonged to The Times. It had fitted up the steamer Haimun with De Forest's wireless telegraphy apparatus, and placed on board a representative of its own, whose messages were sent in cipher to Weihaiwei and telegraphed from thence to London over a neutral British cable. There seemed no Machiavellian subtlety here, especially as the steamer was liable to search by the armed vessels of either belligerent, and had in fact been visited several times by Japanese warships and once by the Russian |cruiser Bayan. But something connected with the proceedings must have got on the nerves of Admiral Alexeieff. for in April he notified that if he caught "off Kwangtung, or within the zone of operations. of the Russian fleet," correspondents "making use of improved apparatus not yet provided for by existing conventions," he should treat them as spies and confiscate ther vessels. When they remembered that the punishment of a spy was death by hanging, they realized how serious was the threat of the Tsar's Viceroy in the Far East. The fortune of war had left him little chance of carrying his purpose into effect. But nevertheless it was due to his exalted position. and the greatness of his country, to examine his statement carefully in the light of law and reason. Fortunately they could appeal to an

signed The Hague Convention, and therefore both were bound by its rules. These made a man a spy if he obtained information by secret means, and olcained it for the enemy. The methods used in forwarding it when obtained were not once mentioned, and could not be material to the issue. And yet it was on these. and these only, that Admiral Alexeieff's donunciation turned. It might perhaps beargued that The Hague rules referred to warfare on land, whereas the Russian order referred to warfare at sea. But there could not be one of espionage, the accepted principles were of bring the correspondent of the Times within them. The threat of Russia bore a striking resemblance to the contention of Prince Bismarck in 1870 that Frenchmen who attemptbeleaguered cities were spies. Four years afterwards the Brussels Conference on the Laws of War decided that they were not, and the representatives of Germany acquiesced in the decision. The 29th article of The Hague Code repeats it, and it is not likely to be challenged in any quarter. A similar ending to the Russian attempt to penalise wireless telegraphy might be confidently expected.

lose it. The United States was with us heart and soul in the doctrine that food-sinffs were not After discussing the question of the use of neutral waters by belligerents the lecturer deals with the subject of contraband of war, examining the difference in the way in which Japan and Russia treated it, and referring to the specia cases of coal and provisions. Russia's record with regard to coal was, he said, remarkable for inconsistency. Till recently we had France

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and Russia in agreement in holding coal to be in no case contraband, and Great Britain, at the head of a group of important maritime Powers, maintaining that it belonged to the class of conditional contraband. But on February 28 last, 20 days after the outbreak of the present war, Russia quietly hoxed the compass, and proceeded to substitute one extreme view for the other. The eighth article of her rules, which the Imperial Government would enforce during the war with Japan, included in her list of contraband-" Every kind of fuel such as coal, naphtha, alcohol, and other similar materials." - They must remember that all the articles enumerated in Russia's rules were "unconditionally contraband," and they would orderstand that a cargo of soft coal proceeding from Newcastle to Yokohama for the use of the civilian population of Tokyo was subject to capture as much as a cargo of smokeless coal proceeding from Cardiff to Nagasaki for the use of Admiral Togo's fleet. Had we any reason to object? The answer to this question seemed to him to depend upon the view we were disposed to take of the importance of coal in naval warfare, and our estimate of the ease with which a cargo landed at a commercial port could be conveyed by land carriage to a port of naval equipment. Lord Lausdowne voiced the usual English destrine when he wrote in February to a Cardiff firm, "Coal is an article ancipitis nens, not per so contraband of war; but, if destined for warlike as opposed to industrial use, it may become contraband." But if we looked upon coal asso absolutely essential to the equipment for war of a modern navy, that it ought to be placed on the same footing as ammunition, and supplies of it in neutral harbours prohibited altogether. we could hardly retain the position thus set forth. If belligerents were no longer to be allowed to buy coal in our ports, could we still claim a right to carry it to their ports unmolested, as long as they were not ports where warships were fitted out? He could not see how the two positions were to be reconciled.

We must choose between total prohibition to belligerents coupled with total prohibition by belligerents on the one hand, and on the other the present limited freedom of supply to belligerents coupled with a limited freedom to carry the article to their ports. He could see strong arguments on either side. Careful discussion was required before we came to decision. It might be that a way out of the difficulty could be found by making absolutely contrabund the harder and non-smokeless kinds French, and Italian captains. The incident of coal, which were those generally used for showed, among other things, that provision naval purposes, while the softer sorts remained would have to be made in the future for assiston our list of goods conditionally contraband. Meanwhile it might be advisable to call attenance by neutral ships of war, as well as by neutral hospital ships and ordinary neutral tion to the fact that up to the present little practical application had been made by Russia of her severe rule. It was to be hoped that this attitude of deference to neutral susceptibili-

their predecessors in 1885, and entered a strong

protest. In the action of Japan there was

nothing of which we could complain. With

her food was contraband only when destined for.

the use of the enemy's armed force - and, he

that they would strain every nerve rather than

contraband unless destined for warlike use, and

they were prepared to enforce it at all risks.

If in time of war with France or Germany

Stripes would soon wave side by side with the

Union Jack over the fleets which swept the

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belligerents. He put the case of a belligerent

The proceedings then terminated.

Hongkong, 21st September, 1903.

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WARE, &c., &c.; and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

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TELEGRAPHY. ties would be continued, though the declaration that cotton would in future be regarded as contraband pointed in the opposite direction. But it appeared that it was the raw material that was declared to be contraband because it could be used as gun-cotton. As to provisions, at the outbreak of the war between Great Britain and France in 1793, both parties first adopted, and then under neutral pressure abandoned, the practice of capturing as contraband neutral cargoes of provisions on their way to open commercial ports of the enemy. Out of this attempt and its failure grew the dectrine that food was not contraband unless it was destined for a besieged place or an armed force of the enemy. After pointing out that we must look carefully to our own position, since it was a matter of the utmost importance for us to keep our imports of food free from molestation at all times, the lecturer said that the action of Russia in the present war emphasised the warning. Hitherto she had been on the side of the received rule. Food-stuffs were absent from her list of contraband of 1900. But the additions of February 28th, 1904. contained rice and provisions. We could only hope that our Government had followed the example of

presumed her Courts would add, for a besieged authority which Russia was bound to respect. Both belligerents in the present war had place. When American steamers laden with canned meats and other provisions put into. Japanese ports on their way to Port Arthur and Vladivostock at the beginning of the war their cargoes were of course seized. There was no breach of international law in such acts. The only comment it was possible to make upon them was that on these occasions some of our American cousins showed a strange lack of their usual sagacity in matters of commerce. Our own policy was perfectly clear. Unless we altered our habits fundamentally, or diminished our numbers by more than half, we could not definition of a spy for military purposes and live upon the produce of our own soil. Pracquite another for naval purposes. In the matter | tically, we were dependent upon imports from abroad for about four-fifths of the wheat and [64] universal application; and it was impossible to flour we consumed. Of this enormous quantity no very large proportion came from our Colonies and dependencies. In the eight years end: I with 1903 it varied from 8 to 24 per cent. In these facts we found at once our call to action and our ed to carry despatches in balloons from hope of success in action. It was a matter of life end death for us to prevent any change international law which should make the food of the civilian population undoubtedly contraband, and if argument; and protests would not do it force must. Should the use of force be necessary, we were not likely to stand alone. Our trade in food was so lucrative to the great wheat-producing and meat-producing countries

CONTRABAND OF WAR-COAL.

Attaché) and Baron Sayematsa took part in the discussion which followed. The latter asked sending warships from one past of the globs to on the way with coal by noutrals to enable them to reach the seat of war, and he wished to know what was the lecturer's view of the matter. of international law, even as it stood at the present moment. Coal supplied by a neutral ship to a belligerent was cont aband, and was subject to capture. PLATED, GLASS AND CROCKERY General Illustrated Catalogue (1250 pages); or any Departmental List sent free to bona-fide applicants.

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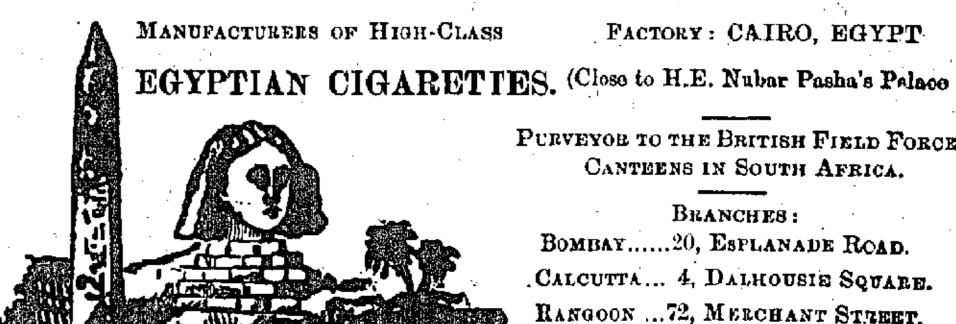
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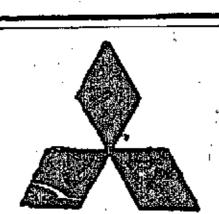
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The representative of Messrs, BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous car- was exercised in the course of their manufacture. Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depôt, Ice House Street. Tel. 37 ... Dr.V. DANENBERG&F.P. DANENBERG,

DIRECTORY OF PROTESTANT MISSIONARIES SOLE PROPRIETORS of Takashima. CHINA, JAPAN AND COREA FOR 1904.

General Managers.

Hongkong, 11th May, 1904.

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the London Office: 131, Fleet Street.

DAILY PRESS" OFFICE, Hongkong, ad at

1904.

Mounted on Card

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July 2, Dunearn, British str., 2,020, J. Graham, Barry via Natal 24th April, Coal. -ALEX, Ross & Co. July 2, HAICHING, British str., 1,267, A. E. Hodgins, Foochow via Ports 1st July, General.—Douglas Lapraik & Co. July 2, James Brand, British str., 2,512 Torrance, Sumatra 22nd June, Bulk oil.-

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Bon, Foochow, Amoy and Swatow 1st July, "General -- OSAKA SHOSEN KAISHA. July 3, ASHMOUNT, British str., 2,034, Jas. Mc. Dowell, Barry Dock 15th April, Coal DODWELL & CO.

July 3, Chingru, British str., 1,459, J. McD Howie, Kobe and Kutchinotza 25th June, General .- BUTTERFIELD & SWIRE. July 3, Changehow, British str., from Canton. July 3, CHEANOCHEW, British str., 1,213, C. Harrison, Penang 24th June and Singapore 27th, General. CHINESE.

Bangkok 27th June, General BRADLEY July 3, Chavering, British str., 2,154; David Barton, Salina Cruz 28th May and Moji 27th June, Ballast,-C. C. S. S. Co.

July 3, Hanoi, French str., 739, P. Merlees, Haiphong and Hoihow 2nd July, General. -A. R. MARTY. July 3, TEAN, British str., 1.345, A. Sommerville, Manila 30th June, Homp, Ac .-BUTTERFIELD & SWIRE.

July 3, Undine, Norwegian str., 1.017, A. H. Torbjornsen, Chinkiang 28th June, General. SANDER, WIELER & Co. July 3, Woosung, British str., from Canton. DEPARTURES.

2nd July.

BENGAL, British str., for Europe BOURBON, French str., for Canton. CHILI, British str., for Canton. DERAMORE, Norwegian str., for Sasebo. HAILOONG, British str., for Tamsui. LABATES, British str., for Saigon. Loongsang, British str., for Manila. MYRMIDON, British str., for Yokohama. PARHOI, British str., for Canton. PROGRESS, German str., for Holhow. ZAFIRO, British str., for Manila.

3rd July. Apolo, Spanish str., for Sasebo. Australian, British str, for Australia. FRITHJOF, Norwegian str., for Swatow. MORPETH, British str., for Kure. Samsen, German str., for Bangkok.

> VESSELS IN DOCK. 2nd July.

ABERDEEN DOCKS.-KOWLOON DOCKS. - U. S. S. Pathfinder. U.S.S. General Alaav, Haimun, Tuiman, Carl Diederichen. COSMOPOLITAN DOCK .--

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REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHIL.PPINE

PORTS). PROPOSED SAILINGS FROM HONGKONG. "RICHMOND CASTLE" ... 5th July. "ST. FILLANS" ... 15th July. "LOWTHER CASTLE" ... 3lst July. For Freight and further information, apply to DODWELL & CO., LD.,

Agents. Hongkong, 30th June, 1904. NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.) STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Maganzini, will be despatched as above on MONDAY, the 11th July, at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & CO.,

Agents. Hongkong, 20th June, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

O' TUESDAY, the 12th July, 1904, at 1 P.M., the Company's Steamship "YARRA," Captain H. Sellier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon- | FIHE new and fast Twin-Ecrew Steamer don as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

must be left at the Agency's Office. Contents | near Harbour Office. and Value of Packages are required. For further particulars, apply at the Com- class, \$1.50 each way. Meals, \$1 each.

pany's Office. 6. DE CHAMPEAUX.

Agent. Hongkong, 1st July, 1904.

VESSELS ADVERTISED AS LOADING.

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> NIPPON YUSEN KAISHA. AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA. THURSDAY ISLAND, TOWNSVILLE & BRISBANE. THE Company's Steamship

"YAWATA MARU," will be despatched as above on FRIDAY, the

29th July, at 4 P.M. This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road, A. S. MIHARA,

Manager. Hongkong, 27th June. 1904. PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S.

INTERMEDIATE LINE.

The New and Well-Appointed Twin Screw s.s. "SARDINIA." 6,574 Tons, will be despatched for LONDON DIRECT on or about 21st July. Has excellent accommodation for FIRST &

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For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 24th June, 1904.

HONGKONG-MACAO LINE. S.S. "WING CHAL" Captain Samuel Bell Smith. FPARTURES from Hongkong, on week

days, at . 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.: from Macao week days at about 2 P.M. and Sundays about 7.30 . M FARE-(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers. Wharf at the Western and of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao. MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903. HONGKONG-CANTON LINE.

THILE British steamship

"YING KING," Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cursine is unexcelled.

Leaving Hougkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M. 1st Class ... \$3.00 for Single journey 2nd , ... ... 1.50

Meals ... 1.00 each. The steamer's wharf is at the Western end of Wing Lok Street. YUK ON S.S. CO., LD.

No. 216, Wing Lok Street. Hongkong, 27th February, 1904.

FOR CANTON.

"SAN CHEUNG," 951 Tous, Cantain A. Murphy, will leave for Shipping Ordan will be granted till Noon | Canton at 8.30 p.m., on SUNDAYS, TUESonly on Monday, the 11th July. Specie and DAYS and THURSDAYS and return to Parcels received until 4 P.M. on the same day. Hongkong on the following days, leaving Canton No Cargo will be received on board on Tuesday. at 5 P.M. Excellent accommodation, electric Parcels are not to be sent on board; they light, and perfect cuisine. Wharf at Hongkong

First-class Fare, \$3 each way. Second

Cargo Freight very moderate. CHEUNG ON STEAMBOAT CO., LD., No. 147, Connaught Road Central. Hongkong, 15th March, 1904]

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'HAI DIG INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOROHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. OPERATING IN -

STEAMBHIP CAPTAIN "NICOMEDIA" ..... 4,370 Wagner ..... July "ARABIA"...... 4,483 Bahle ..... August 14th, 1904. "ARAGONIA" 5.198
"NUMANTIA" 4,370 Schuldt ..... September 14th, 1904. October 14th, 1904. \* Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT. Hongkong, 30th June, 1904

#### ORIENTAL PENINSULAR AND STEAM NAVIGATION COMPANY.

STEAMERS. TO SAIL BEMARKS. \* SINGAPORE, COLOMBO | NANKIN ...... } About 7th Freight only. and BOMBAY ..... H. W. Kenrick, E.N.E.

LONDON and ANTWERP, VIA SINGAPORE, PENANG, (CANDIA ...... } About 8th } Freight only. COLOMBO, PORT SAID and (H. E. Kitcat, R.N.R.) YOKOHAMA, VIA SHANG- BORNEO ...... About 10th } Freight and (Passing through the Inland Sea)

About 14th ) Freight and (SIMLA .....) SHANGHAI ..... F. M. Summers ..... CHUSAN ...... Noon, 16th > See Special LONDON, &c..... } W. B. Palmer, R.N.R. Advertisement.

\* Calling at Penang if sufficient inducement offers. For further Particulars, apply to

Hongkong, 4th July, 1904.

E, A. HEWETT, Superintendent.

# HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

laking Cargo at through rates to Antweep, Amsteedam, Rotteedam, Copenhage: LISION, OPORTO, LONDON, LIVERFOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

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SAILING DATES. DESTINATIONS. STRAMERS. . NURNBERG ... [HAVRE, BREMEN and HAMBURG .........] On 6th July. Freight. For Further Particulars, apply to

HAMBURG-AMERIKA LINIE HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.



## OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

LEAVING BTEAMERS ) WEDNESDAY, 6th "TRIUMPH" FOOCHOW, VIA SWATOW July, at 10 A.M. A. HANSEN AND AMOY SUNDAY, 10th July, "M, STRUVE" TAMSUI, VIA SWATOW at 10 A.M. T. BRANDT AND AMOY WEDNESDAY, 13th "TRITOS" ANPING, VIA SWATOW July, at 10 A.M. H KRAFT

\_\_\_AND AMOY On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office

nt No. 8, Des Vœux Roud Central. Hongkong, 20th June, 1904.

T. ARIMA, Manager

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

AND SOUTH AMERICAN PORTS.

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION STEAMERS. SAILING DATES. SEYDLITZ PRINZ REGENT LUITPOLD 3rd August PREUSSEN 17th August PRINZ HEINRICH 31st August ' -GNEISENAU ... ... 14th September BAYERN ... ... 28th September SACHSEN... ... ... ... ... WEDNESDAY 12th October ... WEDNESDAY ZIETEN 26th October PRINZESS ALICE 9th November PRINZ REGENT LUITPOLD 23rd November 7th December ... WEDNESDAY PREUSSEN PRINZ EITEL FRIEDRICH 21st December 4th January 1905-PRINZ HEINRICH ...

ON WEDNESDAY, the 6th day of JULY, 1904, at Noon, the Steamship "SEYDLITZ," Captain Dewers, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at Narles and Genoa. Shipping Orders will be granted till Noon on Monday, the 4th July. Cargo and Specie will be received on Board until 5 P.M., on Tuesday, the 5th July, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 5th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board. NORDDEUTSCHER LLO7D.

For further Particulars, apply to MELCHERS & CO., AGENTS.

and Parcels should not exceed Two Feet Cubic in Measurement.

Hougkong, 25th June, 1904.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN.	FOR	SAILING DATE.
RUBIZAFIROPERLA	2540 2540 1980	R. W. Almond R. Redger A. H. Notley	Manila direct. Manila direct,	Sat., 9th July, 10 A.M. Sat., 16th July, 10 A.M.

For Freight or Passage apply to

Hongkong, 4th July, 1904.

SHEWAN, TOMES & CO., GENERAL MANAGERS.

PACIFIC NORTHERN BOSTON S. CO. BOSTON TOWBOAT CO.

> CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailin	g Date.	
‡ LYRA	4,417 9,606 9,606	G. V. Williams W. M. Smith T. W. Garlick	'i hursday,	July September October	9th 1st 1st

‡ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila. S.S. SHAWMUT...... 9,606 tons. | W. M. Smith...... | About 12th August. 

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-DODWELL & CO., LIMITED,

Hongkong, 33th June, 1904.

QUEEN'S BUILDINGS.

GENERAL AGENTS.

# CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. PUNCTUALITY.

SPEED. SAFETY. " Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROFOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons....... WEDNESDAY, 13th July. R.M.S. "ATHENIAN"....... 3,882 Tons...... WEDNESDAY, 20th July. R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ...... WEDNESDAY, 3rd Aug. R.M.S. "TARTAR" ...... 4,425 Tens...... WEDNESDAY, 10th Aug. R.M.S. "EMPRESS OF INDIA"..... 6,090 Tons...... WEDNESDAY, 24th Aug. Hongkong to London, 1st Class ...... via St. Lawrence Lou via New York £62. Intermediate on Steamers,? and 1st Class Rail ......

FRIHE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Nava Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese an Japanese Governments.

For further information, Maps, Guides. Handbooks. Rates of Passage and Freight, apply to-D. W. CRADDOCK Acting General Agent, 9, Pedder Street.

# STEAMSHIP SERVICE TO NEW YORK OCEAN STEAM SHIP CO., LD. CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN. WEST AUSTRALIAN, JAVA, AND BUMATRA PORTS.

•	OUTWARDS.	•
GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL	"PETEUS"	On 23rd July.

	HOMEWARDS.	<u> </u>
FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and }	"YANGTSZE"	On 5th July.
* GENOA. MARSEILLES and }	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and [	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	" MOYUNE"	On 16th August.
* GENOA, MARSEILLES and }	"SARPEDON"	
* Taking	Cargo for Liverpool at London Rate	38.

TRANS-PA(	CIFIC SEF	RVICE.	
FOR	STEAMERS		TO SAIL
ICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	OARTA	***********	On 14th July.

For Freight, apply to-BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th June, 1904.

[10-11

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL.
PORT DARWIN, THURSDAY	‡ "CHINGTU"	On 5th July.
SYDNEY and NELBOURNE	+ "CHANGCHOW"	On 5th July.
SHANGHAI	+ "WOOSUNG" + "PAKHOI"	On 7th July. On 8th July,
SHANGHAI  AMOY and SHANGHAI  SWATOW, CHEFOO and TIENTSIN	+ "SHANSI"	On 8th July. On 8th July.
YOKOHAMA and KOBE'	* "TSINAN"	On 18th July, odstion offered by these
steamers, which are fitted throughout with	Electric Light. Unriversed 1	and. A day quantou
Surgeon is carried.  + Taking Cargo on through bills of ladi	ing to all Yangteze and North	hern China Ports,

I Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

> For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 4th July, 1904.

# JAVA-CHINA-JAPAN LIJN,-

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	On or about
JAPAN	1	JAVA PORTS	Second half of July
JAVA PORTS	First half of July		July
JAVA PORTS	First half of August	SHANGHAI & JAPAN	First half of August
	JAPAN JAVA PORTS	JAPAN  JAVA PORTS  TAVA DORTS  ON OR ABOUT  Second half of July First half of July First half of	JAPAN  JAVA PORTS  FIRST half of SHANGHAL & JAPAN  First half of SHANGHAL & JAPAN

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

THE Danish Steamer

Hongkong, 17th June, 904.

HHE Commodious Steamer

passengers and cargo as usual.

steamers are lighted with Electricity.

For further particulars, apply to

Hongkong, 23rd March, 1904.

The Saloon is under European Supervision.

FOR MARSEILLES, HAVRE AND

COPENHAGEN.

"PRINSESSE MARIE."

For Freight or Passage, apply to MELCHERS & CO.,

M ESSAGERIES CANTONNAISES.

J. TREVOUX & CO. HONGKONG-CANTON NIGHTLY

SERVICE.

"PAUL BEAU."

Captain Frangeul, leaves Hongkong for Canton

at 9 P.M., on SUNDAYS, TUESDAYS and

THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking

The S.S. "CHARLES HARDOUIN."

DAYS, WEDNESDAYS and FRIDAYS, at

These two magnificent and up-to-date

First Class European ... ... \$8.00

J. LANDOLT, Agent,

The Pharmacy, Queen's Road Central.

Captain Merlin, leaves Hongkong on MON-

JAVA-CHINA-JAPAN LIJN. Telephone No. 375. Alexandra Buildings, 3rd Floor. Hongkong, 4th July, 1904. THE EAST ASIATIC COMPANY, "BEN" LINE OF STEAMERS. LIMITED

FOR MARSEILLES, LONDON AND ANTWÉRP. THE Steamship

"BENARTY." Captain Sarchet, will be despatched as above Captain Berentzen, will leave for the above on or about MONDAY, the 13th July. ports on WEDNESDAY, the 6th July. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 25th June, 1904.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG. COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

HE Company's Steamship

" PERSIA," aptain Craglietto, will be despatched as above on THURSDAY, the 21st July, P.M. For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents. Princes' Buildings. Hongkong, 28th June, 1904.

Second Class European ... \$3.00 First Class Chinese ... ... \$1.50 Second Class Chinese... ... ... The Company's Wharf is at the end of Queen Street, Praya West.

the usual hour.

With liberty to call at Philippine Ports.) FINE Steamship "SCHUYLKILL"

will be despatched on the 10th July, instead of as previously notified. For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. .

Hongkong, 25th June, 1904. THE PENINSULAR AND ORIENTA

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-TEALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. FIHE Steamship

"CHUSAN," Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 16th JULY, at Noon, taking passengers and cargo for the above ports in connection with the Company's 85. "Mongolia," 9500 tons, from Colombe, l'assengers' accommodation in which vessel is secured before departure from Hong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; from Bombay by the R.M.S. "Persie," due CONSIGNEES per Company's Steamer in London on the 29th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 4th July, 1904.

NATALLINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inpo-CHINA STIAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for (!hins and Japan. Honeking 4th August, 1897



BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI A.1, A B.C., Scotts' and Engineering Code

DOCK No. 1 (at TATEGA	MI.)	
Extreme Length	523	feet
Length on Blocks	513	
Width of Entrance on Top	89	99.5
Width of Entrance on Bottom	77	i.
Water on Blocks at Spring Tide	26	

DOCK No. 2 (at MUKAIJIMA.) Extreme Length... ... 371 feet Length on Blocks ... ... Width of Entrance on Top ... Width of Entrance on Bottom... Water on Blocks at Spring Tide PATENT SLIP (at KOSUGE).

FITHE WORKS are well equipped with the LATEST IMPROVEMENTS and car execute any kind of work in SHIPBUILD ING and MARINE ENGINEERING as we as in REPAIRING of SHIPS.

Can take vessels up to 1,000 tone gross.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTE! with POWERFUL SALVAGE PLA'T left the Godowns. READY at SHORT NOTICE

## BUDWEISER BEER

HEXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY. ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Sazzer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form. The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong 25th July, 1903.

PURE FRESH WATER.

FITHE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Call Flag W.

J. W. KEW, Manager. 1st Floor, 37, Connaught Road. Hougkong 13th June, 1903.

NOT RESPONSIBLE FOR DEBTS

TEITH .. R the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour. Echies. British 4-m. barque, J. McBryde-

Stundard Oil Co. LYNDIURST, British 4-m. barque, Parnell-Friedard Oil Co. MENTMERD, British Ship, T. E. Burch-

Standard Oil Co. ANAPA. British Ship, J. M. Williamson-Shewan, Tomes & Co.

NOTICES TO CONSIGNEES

STEAMSHIP "TONKIN," COMPAGNIE DES MESSAGERIES MARITIMES.

NUTICE.

CONSIGNEES of Cargo from London exs.s. Dordogne, from Havre ex s.s. Dordogne, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium. Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowleen Wharf and Godown Co., Ld., at Kowleen, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, the 28th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 5th July, at Noon, will

be subject to rent and landing charges.
All claims must be sent in to me on or before the 5th July, or they will not be recognised. All damaged packages will be examined on Tuesday, the 5th July, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkoug, 28th June, 1904. OCEAN STEAMSHIP COMPANY,

LIMITED, CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

" MOYUNE," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godorens of the Hongkong and Kowloon

Wharf and Godown Co., Ld., where in both cases it will lie at Consignoes' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3 th inst. Optional cargo will be landed, unless notice has been given prior to stormer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 5th prox. "No Claims will be admitted after the Goods have left the steamer's Godown and all Goo's remai ing undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the-8th prox., or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents, Hongkong, 2cth June, 1904. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are lauded.

This Vessel brings on Cargo: From London, &c., ex s.s. Mongolia Palermo and Oriental. From Australia, ex s.s India. From Calcutte, . r s.s. Palma.

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers. From Alleppi, ex as. Nairing. Optional Goods will be landed here unless instructions are given to the contrary before l P.M. To-DAY, the 30th inst.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to reut. No Fire Insurance will be effected by me in any case whatever.

Lamaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have

E. A. HEWETT. Hongkong, 30th June, 1904.

AMOY ENGINEERIN GCO., LD., AMOY

CALL FLAG E. EPAIR WORK to Steamers and

Launches. Cartings in Brass and Iron Moder charges. Work solicited. J. D. EDWARDS, Amoy, 3rd December, 1903.

FOR EUROPE and AMERICA, India, Australia, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAREAST

is given in the HONGKONG WEEKLY PRESS. with which is incorporated "The China Overland Trade Report."

Subscription, if paid in advance, \$12 per annum Postage to any part of the World \$2.



Cigar that will burn freely, not leave an unpleasant teste, and not dry the mouth is a necessity.

SUPPLIES THIS WANT. They are guaranteed pure, and Smoked all over the World ! !

3120-2

mixed with fresh new milk when used; is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged

The "LARCETI" describes it as-"Mr. Benger's admirable preparation."

persons enjoy it.

Sold in tins by Chemists, etc., everywhere.



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WITH GRIMAULT & Co's

SARSAPARILLA! For eruptions, scrofula, boils, ulcers,

sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAULT & Co 8, rue Vivienne, PARIS (France) Sold by all dealers.

CHUNG NGOI SAN PO (Chinese Daily Press), PUBLISHED DAILY, is the eldest and still immeasurably the best medium for Advertising among the

Native Community. Established for nearly FORTY YEARS circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translations tree) can be obtained at the Office, 14, Des Vœux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents. Documents translated from or into Classical or Collbouial Chinese.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns. 3,000 h.p., Comdr. O. De Brook, cruising off Shanghai

Albion, battleship, 12,950 tons, 16 guns, Capt. Fremuntle, off Shanghai Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Yangtsze Amphitrite, 1st class cruiser, 11,000 tons, 18,000

h.p., Capt. Charles Windham, C.V.O., off Shanghai Andromedia, cruiser, 12,500 tons, Capt. Nelson Ommanney, Weihaiwei-

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. O. M. Makins, Yangtsze Britomart, guaboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thes. D. Pratt, Yangtszo Centurion, battleship, 10,501 tons, Capt. Fogen, off Shanghai

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Shanghai Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, off Shanghai

Espiegle, guiboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Chin-wan-tao Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5.700 h.p., Lieut.-Comdr. C. Asser, off

Shanghai Fearless, gunboat, 443 tons, 12 guns, Comde. Vaughan Lewes, Chemulpo Glory, battleship, 12,950 tons, 16 gans, 13,500 h.p., Captian A. W. Carter, off Shanghai Handy, torpedo-boat destroyer, 260 tons, 6 guns,

4.000 h.p., in reserve Hart, torpedo boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve Humber, storeship, 1,640 tons, Comdr. John D.

Daintree, Woosung Inhigonia, 2ad class cruiser, 3,600 tons, Capt. Fawekner, Hongkong. James, torpedo-boat destroyer, 280 tons, 6 guns.

3,900 h.p., Lieut.-Comdr. J. A. Gregory, off Shanghai Kinsha, river gunboat, 331 tons, Lieut.-Comdr. Christopher P. Metcalf, on Yangtsze Leviathan, emiser, 14,100 tons, Capt. Hon, W.

G. Stopford, off Shangh ii Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River O. ean, battleship, 12,950 tons, 16 gnns, 13,500 i.h.p., Captain Greet, U.M.G., Hongkong Otter, torpedo-boat destroyer, 350 tons, in

Phœnix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Condr. J. Nicholas, Shanghai Rambler, surveying-ship, 588 tons, Comdr. Cha. E. Monro, Amey Rinside, sloop, 980 tons, 6 guns, Comdr. D. S.

Aubyn Wake, Singapore Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Vaughaa, West River Rosario, sloop, 980 tons, 6 guns, 11,400 h.p., Comdr. Thos. Jackson, Yangtsze

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lient. Comdr. L. W. Jones, Hongkong Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Singagpore Snipe, river gun-boat, 85 tons, 2 guns, 240 h p., Lieut, Comdr. Ernest W. G. Davidson, on

Sparrowhawk, torpedo-boat destroyer, 360 h.p., Lieut.-Comdr. Codrington, off Chesney Taku, torpedo-boat destroyer, 250 tous, 6 guns

5,600 h.p., in Reserve

Tamar, receiving ship, 4,600 tons 6 guns. Commodore C. G. Dicken, at Hongkong Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. E. F. R. Dugmore, on Yangtsze Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Shanghai

Lieut. Comdr. R. H. Keate, on Yangtsze Vengeunce, battleship, 12,950 tons, 13 guns, 13,500 i.h.p., Capt. L. C. Stuart C.M.G., off Shanghai Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, Hongkong

Tweed, gunboat, 362 ton-, 3 guns, 200 h.p.,

Virago, terpede-beat destroyer, 36J tous, Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Comdr. E.\*C. Hardy, at Weihaiwei Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. Wells,

Shanghai Wivern, coast defence ship, armoured, 2,750 tons, 1,000 h.o., in reserve, at Hongkong Woodcock, gunboat, 15') tons, 2 guns, 559 h.p.. Lieut. Com. Hugh Somerville, Yangteze Weollark, gunboat, 150 tons, 2 guns, 550 h.p.,

Lieut.-Com. Wason, Yangters

DINNEFORDS

The Universal Remedy for Acidity of the

Stomach, Headache, Heartburn, Indigestion,

Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gous and Gravel.

Safest and most Gentle Medicine fon Infants, Children, Delicate Females,

Sickness of Pregnancy.

Proved by experience.

Three-quarters of a century before the Public and constantly growing in appreciation

PURE SOLUBLE

> is to-day The Standard Cocoa of the World. Exquisite in flavor, highly nourishing and refreshing, experience proves it to be

The Best of all Cocoas.

286-2

# POST OFFICE NOTICES.

16 Postage Stamps of 4 cents BOOKS CONTAINING-

may be obtained at the counter of the General Post Office and at Kowloon Fost Office.

Price \$1.00 each book.

The Prine Regant Luitpold, with the German mail of the 7th June, left Sin gapore on Friday, the lat inst., at 11 a.m., and may be expected here on or about Tuesday, the 5th inst., at 5 p.m. MAILS WILL CLOSE

FOR	PEK	DATE.
	Kinghan	Monday, 4th, 7.30 A.M.
Canton	Hailan	Monday, 4th, 9.00 A.M.
Fairlia.	Heringshan	Monday, 4th, 1.15 P.M.
Magas statutererere shit second (set fi	Kwangtah	Monday, 4th, 3,00 P.M.
Shanghai	Fatshan	Monday, 4th, 5.00 P.M.
- 41 4	Tale Hing	Monday, 4th, 5.00 P.M.
Kangmoon Kumelink and Samsou	Taichun	Monday, 4th, 5.00 P.M.
RT	!	Monday, 4th, 5,00 P.M.
Sanha	Wingchar	Monday, 4th, 5.00 P.M.
<b>-</b> -	_ ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Tuesday, 5th, 11.00 A.M.
Water and Vokohuma	Haiching	Tuesday, 5th, 11,60 a.m.
Sector Amov and Foodlow	Changehow	Tuesday, 5th, 3.00 P.M.
### 1 - 1	Officing of the state	2 200
was a financial differential transfer to the control of the contro	Chingtre	Tuesday, 5th, 3.00 P.M.
Chiene Townsville, Brisbane, Syundy and F	Otenthera 1.11.1111111	And the second is a second
TE 11	Triumph	Tuesday. 5th, 5.00 P.M.
Swatow, Amoy and Foochow	Trownipm	Wednesday, 6th,
	'	Printed Matter and Sam-
EUROPE, &c., India via Tuticorin		ples 10,00 а.м.
IT ato Tollors 11.00 to 11.00 Apr. Market		Registration 10.00 A.M.
Postage 10 cents.)	Seudlitz	(Registration, with late
(Letters posted in all the Pillar Boxes		fee of 10 cents, up to

Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Seydlitz	(Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.
Manila	Tean	Wednesday, 6th, 3.00 P.M.
Shanghai	Shansi	Friday, 8th, 3.00 P.M.
	[	<del></del>
ShanghaiSwatow, Chefoo and Tientsiu Manila	Atbitene variations.	Saturday, 9th, 0.00 A.M.
		Saturday, 9th, Printed Matter and Sam-
AMOY, SHANGHAI, NAGASAKI, KOBE, YOKO-		ples 10.00 A.M
HAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the )	Deric	Registration ., 10.00 A.M (Registration, with late

Extra Postage 10 cents.)		10.45 A.M.)
Singapore, Penang and Bombay	Ischia	Letters11.00 A.M. Monday, 11th, 11.00 A.M.
EUROPE, &c., India via Tuticorin		Tnesday, 12th, Printed Matter and Sam-
(Late Letters II.00 to 11.30 A.M. Extra )	Yarra	Ples 10.00 A.M. Registration 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
included in this contract mail.)		Letters

in time for the first clearance will be included in this contract mail.)		10.45 A.M.) Letters
VICTORIA and VANCOUVER (B.C.)  (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Empress of Japan { Zafiro	Wednesday, 13th, Printed Matter and Sam ples
TO.DAY	The HA.L. stee	ner Badenia, from Hamburg,

left Singapore for Manila on the 16th June, and

The P. & A. steamer Nicomedia arrived at

Yokohama on the 28th June, and left for Heng-

kong on the 29th June, where she may be ex-

The steamer Sikh, from New York, arrived

is due here on Friday, the 8th July.

r tel on the 10th July.

direct to Shanghai.

and Hongkong.

14th June.

2nd June.

7th July.

here on the 13th July.

and Bon ...

via the usual por .s of cell.

STEAMERS PASSED THE CANAL.

r. rshire. 1(1) - Nippon, Sithenia, Jumn

17th-Oceanies, Rhein, Sarpedon. 21st-

Baverr Ber ider, Baralong, Shimosa, 24th

-ringsuey, Achilles, Artemis' . Java. Venus,

ARRIVÁLS AT HOME.

Seigel, C. A. Skutterhal J. K. Wilson, H. S.

Woodhull, W. Danby, J. F. Jeneway, and T.

Per Chirgin, from Kol v. &c., Mr. and M.

Porl's Me . Meinty of Picture & , books,

Per Tean, from Maria Mr. and M . A.

Wanter and child Mr. ed M. . bino'oin,

Me: E. C. Tilbrig, Thos. Nelson, O. C.

Por Zafiro, for M. Ha, M. J. L. v. Mis.

d M. M. Le le .u, Mr. and M. McMeeker.

C. Mor'l, Major and Mrs. J. B. Mulphy, Mr.

Judas B. S. Ambler, Mr. C. K" ck, M:

Mr Kinck Mc Le Qu'n' 1, J. A

Geth thought F. M. He len S

Saba. W. Swem, O. Bohr on C. Power.

F. T. Y. C. Brief and h. C. T. King,

Leil ag, P. P. Thompson R. H. Shaffer, B.

Skacell al, M. M. Johnson, D. Leamer, S. S.

Minigan, J. S. Janeway, and L. Crowset.

n, S. W. Hull, S. Andel, C. A.

1st July-Alein . Otleaburg, Tearange

28th-Andalusia; Manila, Gnerasco.

TO.DAY. will leave Menils for this port on Saturday, the Metropole Theatre, by Ware and Ross' 2nd July, and may be expected here on the 5th Entertainers, Metropole hotel 9 p.m. July, at daylight. The A.A. steamer Himma, from New York,

# COMMERCIAL.

CLOSING QUOTATIONS.

Crosing Approximation	id July.
· ·	ia se.y.
On London.—	1/70.1
Telegraphic Transfer	1/1.0√ <sub>.0</sub>
WANT MILE OF CHINAINS ASSESSED.	
Pont Rilla at 80 days' 81 CN	I / I V 7 (c)
Pante Rills at 4 months Elght	,.L/ LV [ 6
Cardita of Amonths' RIPht	
Documentary Bills, 4 months sigh	(t1/10 / a
ON PARIS	
Rook Rills on demand	.,232
Credits, at 4 months sight	.,235 }
ON GREMANY.	
On demand	.,188
O- N VARY -	
Ronk Rills on demand	.444
Credits, 60 days' sight	.,458
On Towns.	
Talamenhia Transfer	138
Bank, on demand	.,138‡
On Category	•
Talagraphia Transfer	138
Bank, on demand	1381
On Sulvanal	
Deals of gight	71 k
Privata 30 days' sight	***
A Transaction (10000000)	
On Manila.—On demand	Nominal.
ON TOKOMANA.—On demand ON MANILA.—On demand ON SINGAPORE.—On demand ON BATAVIA.—On demand ON HAIPHONG.—On demand	"Nominal.
ON BATAVIA On demand	LIU
ON HAIPHONG, On demand	21 p.c. pm
On Saigon.—On demand On Bangkok.—Cn demand	
ON BANGKOK.—Cn demand	622
CARRESTONS HERK'S BUVING NAUS	.,,&XV. (1)
Clara Lare Hill Mag. Der user	*****
BAR SILVER, DOT OF.	201

			2nd July.
Quotations are: Allo	W'09	net, t	o l catty.
Malwa Now\$1000	to	\$1040	ber bioni
Malwa Old \$1060	to	\$1100	71
Malwa Older\$1150		\$1190	
Malwa V. Old\$1210		<b>\$123</b> 0	
Persian fine quality \$850		٠	
Persian extra fine\$850		-	**
Patna New			per chest.
Patna Old\$1520	to.	. <del>- ·</del> ·	++
Benares New\$1195	to		••
Barrar Old \$1220	to	_	15

OPIUM.

# VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. steamer Prinz Regent Luitpold F. Bell, J. W. Cline W. ... Gibbons, S. W. left Singapore on Friday, the 1st July, at Hulse M. M. Jobssor J. B. Lielerg, E. M. Il a.m., and may be expected here on Tuc bay, Miller, B. Richardson, R. H. Shaffer, G. B. the 5th July at 5 p.m. The I.G.M. steamer Seydlitz left Shongh

ria Foochow on Saturday, the 2nd July, at L. O. Neil. 11 a.m., and may be expected here on Wedn day evening. THE AMBRICAN MAIL.

The P.M. steamer Siberia, from San Froucisco to the 11th June, left Yokebama for this Derbow, Min. J. A. Meinin, Mr. and Min. H. T. port via Kobe, he , or. 11 Stone du re-

THE CANADIAN MAIL. The C.P.R. steamer Empress of Japan arrived Til a, W. Mooren, E. C. Bestor I, J. C. Gic s, at Nagasaki at 8.30 a.m. on Thursday, the 30th | C. S. K ' G. L. Moote, J. B. P the gold B. D. June, and left again at 5 p.m. same day for | Sweetlare. Shanghai, where she is due to arrive at 6 a m. on Saturday, the 2nd July.

THE INDIAN MAIL. The steamer Lightning, from Calca . left | Singapors on the 1st July, p.w. The Indo-China steamer left Kur and left Calcutta for this port via the Staits on the 26th June, and may be expected here on the M. Me off, W. Quincy, E. L. Cinke, W. L.

12th July. MEECHANT STEAMERS. The C. & M. steamer Rabi left Marila on aturday, the 2nd July, at 11 a.u., and is due Pew, Edu. 1 Lt. Sy. T. S. John, K. Peet Sebre to Est. C. Mitchell, ore to-day, at 1.30 p.m. Saturday, the 2nd July, at 11 are., and is due

here to-day, at 1.30 p.m. The C.P.R. steamer Athenian arrived at L. Scovet. Jas. Killy T. B. Kitt, Ch. R. Shanghai at 11.30 p.m. on Thursday, the 28th Thomas, Ferrandez Panio, Charlie June, and left again at 10 a.m. on Friday for Jam, S. C. Pe 13, J. W. C'ne, W. H. Gibbine, Hongkong, where she is due to arrive at 9 a.m. J. F. Bell, J. C. Be ver I, E. M. Miller, J. B.

on Monday, the 4th July. The N.G.I. stonmer Ischia left Singapore for this port on the 29th June, and may be expected here on the 4th July.



Enriched 20 per cent. with Cream.

# Sterilized-Not Sweetened.

A Perfect Substitute for Fresh

# JOINT STOCK SHARES.

Hongkong, 2 d July.

COMPANY	PAID UP.	QUOTATIONS.
anke— Hongkong & S'hai		6060, buyers L'don, A67 103.
Natl Bank of Chins A. Shares B. Shares Foun. Shares	8£	38, buyers 38, buyers 30, buyers
anton-Hongkong Ice amphell, Meore & Co. hina-Borneo Co., Lu	12s Od. \$10 \$10	>5, buyers >10, nominal >37, sellers ,10, buyers

China Light and \$10 \$8, sales Power Co., Ld. ... \$10 \\$91, sales China Prov. L. & M. \$100 | \$185, buyera China Sugar ..... Cigar Companies-\$500 \$200.

Athambra, Ld., ..... Lhilippine Co., 1 | \$91, sellers Cotton Mills-Tls. 50 Th. 30, sellors..... Tls. 75 Tls. 25. Laou Kung Mow .. Pls. 100 Pls. 324.
Soyches ..... Tls. 500 Pls. 160, sellers \$10 :,145, sellers Hongkoug ..... Dairy Farm ...... \$6 18 buyers \$25' 348, sellers. Fenwick & Co., Geo... \$10 \$29, buyers Green Island Comoun. Hongkong & C. Gas.. £10 \$160, buyers" \$10 \$141, buyers 1 Hongkong Electric \$5 48, buyers \$100 \$280, buyers H. H. L. Tramways .. Hk, Steam Water-10 \$174, buyers hoat Co. Ld. ..... \$50 \$136, sellers Hongkong Hotel ..... Hongkong Ice \$50 \$112, buyers H. & K. Whar! & G ... Hongkong Rope....... H. & W. Dock ...... \$50 \$140, sellers \$50 | 5215} hupers

tneuranco-\$6) | 187, cales & buyers | Rev. J. Icely Canten..... China Fire ..... China Traders' ..... \$50 10, sales & ouy. Hongkong Fire ..... North China ...... \$100 5545, buyers Union ..... 16J \$130. Yangteze ..... Land and Building-Hongkong Land Inv \$100 \$158, Bale 1 \$10 \$124, aules & cal.

Humphreys E. Kowloon Land & b West Point Buildin Shanghai Land ..... Luzon bugut ...... Charbonnages .....

at Marila on the 21st June, and from there goes l'es 250 \$500. Panjom ..... The Boston Tow Boat Co.'s sceamer Lyra Do. Preference .. arrived at Yokohama on the 19th June, and New Amey Dock ..... sailed thence next day for Kobe, Moji, Marila Powell, Ld. .... The O.S.S. & C.M. steamer Hyson left Steamship Coys.-China and Manila.. Victoria (B.C.) for Hongkong via Japan on the Dongles Steamship H., Canton and M., The A.A. steamer New Orleans left New York Inde-China S. N. .. on the 4th June, and is due here on the 30th July Sneld Transport and The steamer Sagami left New York on the

Trading Co..... Do. Preference ... The O.S.S. & C.M. steamer Calchas will leave Victoria (B.C.) for Japon and Hongkong on the Star Ferry ...... S. & H. Dyeing & C. Co., Ld. ......

S.C. F., Boyd & Co., Ld. Tis. 100 | Fis. 158, buyer: The C.N. sieumer Teinan, from Australian ports, left Sydney on the 20th June, and is due Tebran Planting Co... United Asbestos ..... The C.P.R. steamer Tartar left Vancouver on Monday, the 27th June, p.m., for Hongkong Do. ..... Watkins, Ld ..... Watson & Co., A.S. ::. June Srd-Silvia. 5th-Benlarig. 7th-Rad

\$10 71 buyers plu \$131, buyers VERNON & SMY LIT, Brokers

\$24 14, 12 2 & sellers

\$50 Tle. 115, buyers

\$1 12) ots., sollers

\$30 \$37, bayers

\$50 460.

blus 19, sellers

511 Nominal

18/10 17} buyo:8

\$61 \$30, sellers ...

\$10 104, Esters

\$50 \$25, sellers

\$1. 291, soles

£1 26:, sale:

£10 | £8 10s.

\$50 |**\$**35}, £611**9**78

£10 |\$118, "et ;

\$10 331, buyers

\$5 31, buyers

\$4 | \$10\, buyera

\$10 \$210, buy ord

LOW WATER

\$5 \$241 buyers

HONGKONG TIDE TABLE. From 4th to the 10th July.

ì	ARRIVALS AT HOME.					·			4	
	June 14th—Antenor, Borneo, Trieste, Glenroy, Formosa 17th—Telemachus, 2)st—Suevia, Pelunesien. 24th—Antenor. 27th—Formosa.	DA ON Week.	Non!		for : Time.	Height,	Ho: Men	ngkong in Thue.	Heig	11
	28th-Ir trawadi, St. Bele, Sc. in. 1st July -Ernest Simons.	Mon.	4	m	7. m 2.15 0.15 A	(t. in. ) 4 3 5 6	, m	h.m. 6 13 7 45 a		n: 6 8
	PASSENGERS.	T .et.	5	m	2 53 0 18 A	\$ 4 ·	mı ili	7 16° 8 27 a 8 51	3 2 3	7 1 7
1	Per Haiching, from Foochow, &c., Mr. and Mrs. May.	Wed. Thu:		m	1 51 A	4 6	m	9 11 a 10 49 9 56 a	3	រ ស 6
	Por Doric, from San Francisco, &c., Mr. and Mil. C. H. Meeker, Mil. H. Thompson and 2	Fıi,	ø	m	3 8 a 4 43 a	6 3 8 9	:	0 0 a	2	9
	obildren, Mr. M. L. Thompson, Mr. P. P. Thompson, Mr. W. A. Ward, Judge B. S.	78l. 741.	9 in	nı nı	5 10 6 20 a 6 1	9 9	10	0 ( ) a 11 ( ) 1 1 ( ) 1	2 1	3 8 7
	Ambler, Capt. H. K. S. ave, Capt. F. A. Kofod, Messra U. S. Andes. J. C. Bernard, J.				7 28 A		; ;	EVEL	TRA	
	VOIOR MISSEL O. O. STRAFF. O. O. MAINSTON		ON	ĊΚ	$\mathbf{ONG}_{-}$	TIAL	7-77E	) <b>4</b> 1211	7 TAI	

#### TONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED. TIME TABLE.

7,70 s.m. to 8.00 a.m. ... Every 10 minutes.

1, 3, 6 a (2, 8,30 FM) "TEANA 1. amazos.
8.30 a.m. to 9.30 a.m Every 10 minutes
3.80 a.m. to 11.00 a.m Every it minutes.
1.80 a.m. to 12.45.p.m Every 15 minutes.
19 45 n.m. to 1.15 p.m Every 10 minutes.
1 to n.m. to 1.45 p.m Every 15 minutes,
1.45 p.m. to 2.15 p.m Every 10 minutes.
115 n.m. to 8.00 p.m Every 15 m. autes.
3 30 p.m. to 5.00 p.m Every 15 minutes.
5.0) p.m. to 8.00 p.m Every 10 minutes.
NIGHT CARS.
1.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.,
every 1 hour.
BUNDAYS.
Enge 15 minutes

800 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes... 0.30 a.m. to 11.00 a.m. ... Every 10 minutes. 2.00 Noon to 1.0) p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. i.0) p.m. to 6.00 p.m. ... Every 10 minutes. , 0 p.m. to 7.00 p.m. ... Every 15 minutes. .00 p.m. to 8.00 p.m. ... Every 10 minutes; NIGHT CARS as on Week Days.

BATURDAYS. 1 xtr 1 cars at 11.30 p.m. and 11.45 p.m. SPECIAL CARS by arrangement at the Comany's Office, Alexandra Buildings, Des Youx Road Central.

JUHN D. HUMPHREYS & SON, General Managers, Hongkong, 14th January, 1904.

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Hongkong, 31st January, 1900

or Daily Press Office

THE

STEAMERS. WEST RIVER JOINT SERVICE OF THE HONGKONG, CANTON AND MACAU STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKONG-CANTON LINE.

HONGKONG, CANTON, MACAO

S.S. "HONAM," 2,363 tons, Captain R. D. Thomas. S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R. S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentine. S.S. "HANKOW," 3,073 tons, Captain B. Branch. S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m. and 9 p.a. (Saturday excepted). Departures from Canten to Hongkong daily at 8 a.m., 230 p.m. and 5.30 p.m. (Sunday excepted)

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Departures from Hongkong to Macao on week days at about 2 p.m. |During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special: time table. Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 7.30 a.m.

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S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin. This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 s.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 s.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

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S.S. "BAINAM," 588 tons, Captain J. Willow.

S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 2 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. 18. Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

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TOHENIX FIRE OFFICE. The Undersigned are now prepared to GRANT POLICIES of INSURANCE

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AUTHORISED CAPITAL ... £3,000,001 SUBSCRIBED CAPITAL .... 2,750,060. PAID-UP CAPITAL ..... II. FIRE FUNDS ...... 3,056,961 12 3

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Hongkong, 18th June, 1904.

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